

# Latitude 38

VOLUME 185, NOVEMBER 1992

CIRCULATION: 48,000



PLU

1548 Montague Expressway  
San Jose, CA 95131  
Mailing Service, Inc.  
ROBECK'S  
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BULK RATE

# GOING TO MEXICO?



## WELL, MAYBE NOT . . .

If you're going, congratulations, if not our condolences. In any event you should stop by Grand Marina before you go, so that you can get adjusted. . . or if you're not going - come on over to stay the winter with us. We've got palm trees and everything.

**A TOUCH OF THE TROPICS** - Right here in the bay.

**GRAND MARINA & MARINE CENTER**,  
the finest in boat care and homeports.

### OFFERING:

- Over 400 concrete berths 30 to 60 feet
- Secured Gatehouses (key accessed only)
- Dockside Electrical (up to 50 A - 220 V)
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- Dry Storage
- Heated & tiled restrooms with individual showers
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- Sailboat & Powerboat Brokers on site

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### BOATYARD & MARINE CENTER:

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- Electronics Sales and Service
- Engine and Mechanical Repair
- Machine Shop
- Woodworking



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**GENTRY - ANDERSON**

**FREE HAULOUT WITH SIX MONTH BERTH LEASE**

# *Ex Indigo (Out of the Blue)*

The Cal 2-27 fleet has qualified 10 or more boats in one-design racing on the Bay for 15 consecutive years!! According to Steve Seal and Larry Riley, owners of this years class champion *Ex Indigo*, "It's a friendly, supportive group right up to the second the gun goes off! Then watch out!"

Pineapple Sails has been developing fast, efficient sails for 20 years! And their value is obvious long after the gun goes off!

To quote Steve, *Ex Indigo*'s Pineapple Sails gave them the "boat speed and pointing ability everyone dreams about."

So, if your sails are leaving you in a Mood Indigo, call us, or stop by, to discuss sails for your boat. Take advantage of our years of experience and success.



*Ex Indigo\**

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at:  
West Marine Products in Oakland or Stockton  
Svendsen's in Alameda • Seabird Sailing Center in Berkeley



## PINEAPPLE SAILS

**(510) 444-4321**

**123 SECOND STREET, OAKLAND, CALIFORNIA 94607**

\*Powered by Pineapples

BENETEAU  
OVER 100 YEARS OF BOATBUILDING  
EXCELLENCE



The Bruce Farr designed 45f5 is a remarkable yacht. Some owners have cruised their 45f5s extensively while other owners have raced their boats successfully at the highest levels of competition. There are three interior layouts to choose from and a choice of a furniture-grade mahogany or cherry interior finishes. The prestigious design firm of Pininfarina has styled the exterior and interior to perfection. Perhaps these attributes along with Beneteau's worldwide reputation for building strong seaworthy yachts of exceptional quality explain the phenomenal success of this boat over the past two years.



All the quality, structural integrity and attention to detail that has established Beneteau as one of the world's premier builders abound in the mid-size First 35s5. This boat delivers big on performance, comfort, and style. Fully equipped for sailaway with refrigeration, furling, battery charger, VHF, knot/depth meter, sails, and wheel steering.

REGULARLY \$107,000 ONE ONLY AT \$94,900

FIRST 62 • 53f5 • 45f5\* • 41s5 • 38s5\* • 35s5\* • 310\*

OCEANIS 510 • 440\* • 390 • 370\* • 350\*

**PassageYachts**  
1220 Brickyard Cove  
Pt. Richmond, CA 94801  
(510) 236-2633  
Fax (510) 234-0118

TEST DRIVE A  
BENETEAU  
NOVEMBER 21<sup>ST</sup>

- Boat Rides (by reservation)
- Door Prizes
- Barbecue
- Refreshments

R.S.V.P. Required  
\* At Our Docks

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planing plutonians

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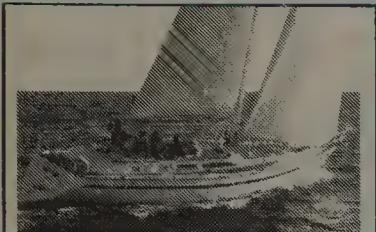
*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance of publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.



## SHOULDN'T YOUR YACHT BROKER BE A PROFESSIONAL?



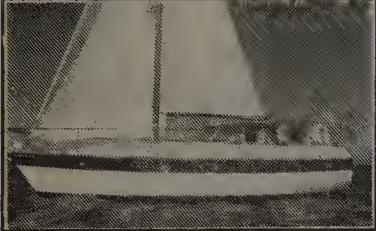
### ON DISPLAY



TASWELL 49. Impressively equipped including bow thruster. Customized and elegant. Call for appointment. \$449,000.



BENETEAU 375. 1985. Exceptionally clean performance cruiser. Traditional teak interior. Don't miss this one. \$74,500.



FINNSAILER 38 Pilothouse. Lloyd's specs. Fully equipped bluewater cruiser. You will appreciate the quality, condition & design. \$69,500.



1989 PASSPORT 41. Bob Perry's masterpiece of function and beauty. Mint condition, furling, windlass. \$179,500.



1988 BENETEAU OCEANIS 350. Very popular, clean and well-equipped modern cruising boat from industry leader. \$69,000.



1986 PEARSON 33. Quality construction and finish. Cruising interior, dodger, Loran, queen-sized aft quarter cabin. \$65,900.

### PARTIAL LISTING

26' YAMAHA, dsl, 1984, go fast ....	21,500
27' ISLAND PACKET, 1988 .....	55,000
28' ISLANDER, 1984 .....	24,900
30' MOORE, 1985 .....	32,000
30' DUFOUR, 1970, refurbished ....	19,900
30' SANTANA, 1976, diesel .....	21,500
31' ISLAND PACKET, 1986 .....	69,000
32' ERICSON, 1976 .... make offers	24,000
32' VALIANT, 1977 epoxy bottom .	45,000
32' ISLANDER, 1977 .....	28,500
32' WESTSAIL, 1979 .....	52,500
33' APHRODITE, 1977 .....	24,000
33' PEARSON, 1986 .....	65,900
34' WYLIE, 1980 .....	39,500
35' ISLAND PACKET, 1989 .....	129,000
35' CHRIS CRAFT, 1963 .... 2 from	29,900
35' NIAGARA, 1981 .....	59,500
36' ISLANDER, 1975 .....	43,000
36' FREEDOM, 1975 .....	114,500
36' PEARSON, 1985 .... offers	85,000
36' S-2, 1979, ctr cockpit .....	72,900
36' CATALINA, Bristol .....	59,000
37' PASSPORT, 1988 .....	139,000
37' TAYANA, 1985 .....	89,500
38' FINNSAILER Motorsailer, 1978	69,000
38' SABRE, 1988 .....	159,000
38' ISLAND PACKET, 1989 .....	159,000
38' MORGAN, 1979 .....	61,000
40' PASSPORT, 1987 .....	172,000
40' BERMUDA, Hinckley, 1964 .....	134,000
41' MORGAN KETCH, 1979 .....	69,900
41' CT KETCH .....	59,900
41' HINCKLEY, 1965 .....	120,000
41' PASSPORT, 1989 .....	179,500
41' NELSON-MAREK, 1982 .....	59,900
41' C&C, 1984 .....	114,500
43' CHEO LEE M/S, 1988 .....	249,500
49' HINCKLEY, 1973 .....	285,000
49' TASWELL, 1991 .....	449,000
53' MASON, 1984 .....	325,000
59' HINCKLEY SOU'WESTER, 1984	500,000

#### POWER

30' SEARAY, must sell .....	OFFERS
32' GRAND BANKS, wood, 1963 ...	40,000
34' CALIFORNIAN TRAWLER .....	56,500
36' TIARA OPEN .....	260,000
36' TIARA CONVERTIBLE, 1990 ....	179,000
43' TIARA CONVERTIBLE, 1991 ....	425,000
52' BESTWAY .....	239,000

#### BENETEAU BROKERAGE •

31' BENETEAU FIRST race, '91 ....	69,000
32' BENETEAU FIRST, 1983 .....	39,000
34' BENETEAU FIRST 345, '88 ....	79,000
34' BENETEAU OCEANIS 350, '86 ....	69,000
37' BENETEAU FIRST 37.5, '85 ....	74,500
42' BENETEAU, FIRST 42 .....	129,000
43' MOORINGS 432, '87 .....	140,000
45' BENETEAU FIRST 45f5, '91	239,000

**PassageYachts**  
INC

1220 Brickyard Cove Rd.  
Pt. Richmond, CA 94801  
(510) 236-2633

1986 PEARSON 33. Quality construction and finish. Cruising interior, dodger, Loran, queen-sized aft quarter cabin. \$65,900.

## ISLAND PACKET DOESN'T DO THINGS TO BE DIFFERENT, THEY DO THEM TO BE THE BEST.



ISLAND  
PACKET 35

Every boat builder has reasons why their boat is the best, but have you ever wondered what really makes one boat better than another? What really represents lasting value?

At some point you have to learn to answer these questions for yourself and be able to see the details that make the difference.

What are the "Must Haves" for an offshore cruiser?

(1) Must be built like the proverbial brick out-house. The sea simply will not tolerate mediocrity.

(2) Must sail well and be easy to handle in all conditions.

(3) Must be a spacious and functional liveaboard because it will be your home for more than 90% of the time you cruise.

(4) Must have ample storage volume to carry the 2 or 3 tons of "stuff" you take along.

(5) Must keep the sea out of the boat. Tight canoe sterns encourage the sea to enter the cockpit because there is simply not enough reserve buoyancy to allow the stern to rise in a following sea.

Does an offshore cruiser have to be built with all triaxial glass, have all pretinned wiring, have premium anhydrous sanitation hoses, have a special pump in the fuel system to force-bleed the system if needed, have a cutter rig and a rack and pinion fail safe steering system? Does an offshore cruiser have to have stainless ports, all premium components, a two-year warranty on all of the components, and a ten-year structural and blister warranty?

Island Packet Yachts thinks so.

IP 29 • 32\* • 35\* • 38\* • 44\* PC 35



PassageYachts

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1220 Brickyard Cove  
Pt. Richmond, CA 94801

(510) 236-2633

Fax (510) 234-0118

TEST DRIVE AN  
ISLAND PACKET  
NOVEMBER 21<sup>ST</sup>

- Boat Rides (by reservation)
- Door Prizes
- Barbecue
- Refreshments

R.S.V.P. Required

\* At Our Docks



## SMALL YACHT DIVISION

Specializing in  
boats under \$25,000



Sister ship

### PEARSON 35

Known for her bluewater capabilities; this Pearson 35 offers fresh water cooled diesel, serious ground tackle and lots of spare parts! If you want a budget world cruiser, don't miss this one!



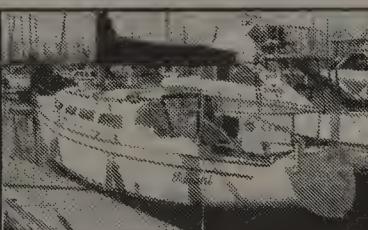
CAPE DORY 22 ..... 14,950  
Pocket cruiser w/inboard diesel.



MacGREGOR 26 ..... 9,995  
Better than new with extras!!



FLICKA 20 ..... 16,000  
World's best pocket cruiser.



RANGER 33 ..... 24,000  
Bluewater cruised/ready again.

### BROKER'S CHOICE

22'	CAL w/trailer	At our docks	9,995
22'	CATALINA, trailer	At our docks	6,900
23'	MERIT, trailer, dealer demo	At our docks	6,900
25'	CATALINA		22,500
25'	SEIDELMANN	At our docks	6,900
26'	PEARSON	At our docks	8,500
26'	CHRYSLER, trailer	At our docks	11,850
27'	DUFOUR	At our docks	New Listing
27'	CATALINA, inboard	At our docks	9,900
27'	ERICSON	At our docks	12,900
27'	CAL III	At our docks	19,500
28'	CAL 9.2	At our docks	28,500
28'	CONTEST	At our docks	Reduced 19,900
28'	P (Folkboat) "woodie"	At our docks	7,800
28'	CAL	At our docks	9,995
29'	RANGER	At our docks	New Listing
29'	CAL	At our docks	2 from 16,900
29'	ERICSON	At our docks	19,950
30'	HUNTER, dsl, wheel	At our docks	24,500
30'	BENFORD pocket cruiser	At our docks	24,500

**(510) 521-2010**

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Third Class Renewal (current subscription)

Enclosed is \$45.00 for one year  
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First Class Renewal (current subscription)

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Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

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Please send me further information for distribution outside Northern California.

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# Latitude 38

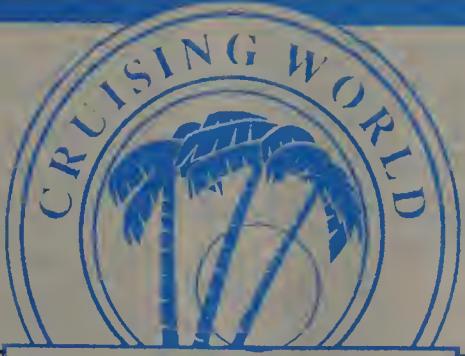
"we go where the wind blows"

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Co-Publisher ..... Kathleen McCarthy

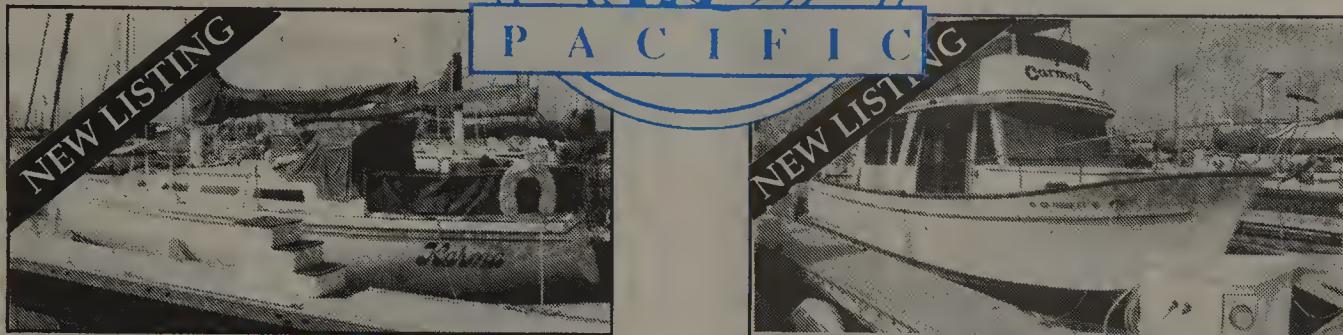
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GRAND MARINA  
ALAMEDA



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**36' CATALINA, 1985**

Very best of Frank Butler in this great Bay and coastal cruiser. All of the amenities for fun sailing and entertaining aboard the roomy Catalina 36! Owner lives aboard and has added much to make this a gem. You owe it to yourself to see this great yacht. Asking \$66,500.



**BROKERS CHOICE**



27' ORION .....	JUST LISTED	38' C&C LANDFALL .....	59,900
29' CAL .....	3 from 17,900	38' DOWNEAST .....	58,500
30' BENFORO .....	24,500	40' FUJI .....	89,500
30' CAPE DORY .....	69,950	40' COLUMBIA .....	39,500
30' BABA .....	58,000	40' CHEOY LEE OFFSHORE 40 .....	59,000
30' LANCER .....	34,500	41' SEA TIGER .....	68,500
30' PEARSON 303 .....	34,500	41' SEA STAR .....	89,500
32' ANASTASIA .....	37,500	41' KINGS LEGEND .....	77,000
32' MORGAN .....	44,500	41' ISLANDER FREEPORT .....	79,000
32' WESTSAIL .....	52,500	41' MORGAN 01 .....	79,000
32' ALUMINUM CUSTOM .....	56,000	42' HUNTER PASSAGE .....	177,500
32' RUSTLER .....	27,000	42' PEARSON 424 .....	98,000
32' ANASTASIA .....	44,500	43' OCEANIS 430 .....	175,000
32' ENDEAVOUR .....	27,900	44' MASON KETCH .....	225,000
33' NEWPORT .....	33,500	44' CSY .....	87,500
34' CORONADO .....	29,500	46' CAL III .....	129,000
34' ERICSON 1989 .....	74,500	47' VALIANT .....	210,000
35' FORMOSA .....	39,500	47' PH MOTORSAILER .....	119,000
36' CATALINA .....	66,500	48' CHEOY LEE .....	114,900
36' FREEPORT ISLANDER .....	64,500	50' CAULKINS .....	75,000
36' MORGAN OUT ISLAND .....	39,500	50' STEVENS PH .....	445,000
36' SABRE .....	110,000	50' KETTENBURG .....	75,000
36' UNION .....	59,900	51' PASSPORT .....	299,000
37' HUNTER .....	49,500	55' TAYANA .....	369,500
37' PASSPORT .....	129,900	57' SWAN .....	Reduced 395,000
37' RAFIKI .....	85,000	68' DEERFOOT .....	495,000

\*\*\* NEWS BRIEFS \*\*\*

Richard Eike has been selected as the new Sales Manager in our San Diego office. Congratulations and we wish him the best!

**BOAT OF THE MONTH**

**36' Freeport Islander, 1980.** Divorce forces sale of this vessel. Their misfortune, your opportunity. This version has the Pullman berth, head forward, quarter berth and chart table. Boat needs some TLC but is sound. Was Asking 69,500. Submit all offers.

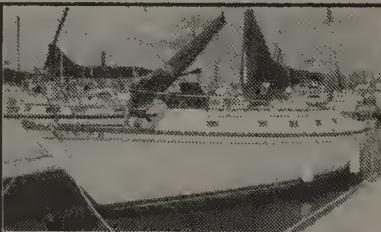
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2323 SHELTER ISLAND DRIVE  
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**43' OCEANIS .....** 175,000  
At our docks.



**37' HUNTER .....** 49,500  
Well equipped. At our docks.



**32' ANASTASIA .....** 37,500  
Westsail twin. Great deal.



**32' MORGAN .....** 44,500  
Pristine condition. Cruise ready.



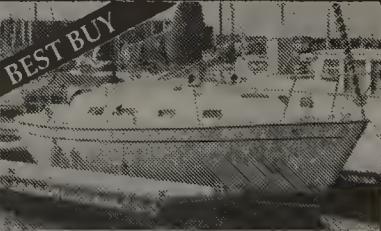
**32' CSTM ALUMINUM .....** 56,000  
European quality world cruiser.



**32' ENDEAVOUR .....** 27,900  
Diesel, wheel, roller furling.



**30' LANCER .....** 32,500  
Affordable and fun Bay boat.



**30' PEARSON 303 .....** 34,500  
Very clean. At our docks.



37 • 42 • 47 • 52 • 55 • 65

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11 Embarcadero Cove

Oakland, CA 94606 (510) 533-4244

FAX (510) 533-6619



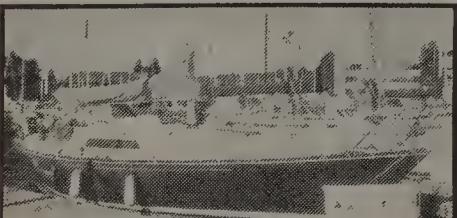
55' TAYANA CENTER COCKPIT CUTTER, '90  
Just returned from Pacific cruise, ready to go again. Full electronics, furling jib, genset, watermaker, plus everything you can think of and more. Make Offer.



50' MARINER MOTORSAILOR PILOTHOUSE CUTTER  
Has been cruised! Unbelievable inventory of equipment!  
First time listed! Liveaboard. Only 210,000.



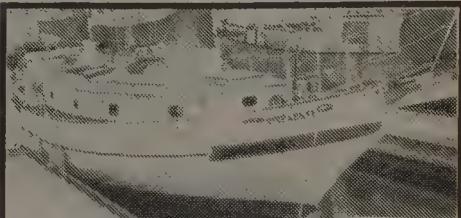
51' MORGAN KETCH, '76  
Dsl. eng. and gen., three staterams. Complete elect. galley, washer/dryer. Cruiser or liveaboard! Only \$125,000.



35' C&C MAST HEAD SLOOP, '84  
Racer/cruiser, dies. aux. Big sail ass't! Has been cruised.  
Loaded w/equipment. Beautiful condition. \$79,000.



28.5 HUNTER, '85  
With new custom trailer. Never been in salt water!  
Like new. Very well equipped. See this one! \$27,500.



35' CT CRUISING KETCH  
Garden design, full keel. Clean and well equipped.  
Liveaboard or ready to cruise! Offer.



28' PEARSON SLOOP, '75, ONE OWNER! INBOARD ENG., CLEAN	.....	\$11,500
32' BRISTOL KETCH, '80. DSL. AUX., 4 SAILS, DODGER, PLUS MORE	.....	\$42,500
35' ERICSON SLOOP, '89, LIKE NEW COND. DSL. AUX., WELL EQUIPPED	.....	\$77,000
35' CT KETCH - GARDEN DESIGN! VOLVO DSL. LIVEABOARD	.....	MAKE OFFER!
47' KETTENBERG SLOOP. CLASSIC, PRISTINE COND. INQUIRE FOR DETAIL	.....	\$39,500



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# BILL GORMAN YACHTS



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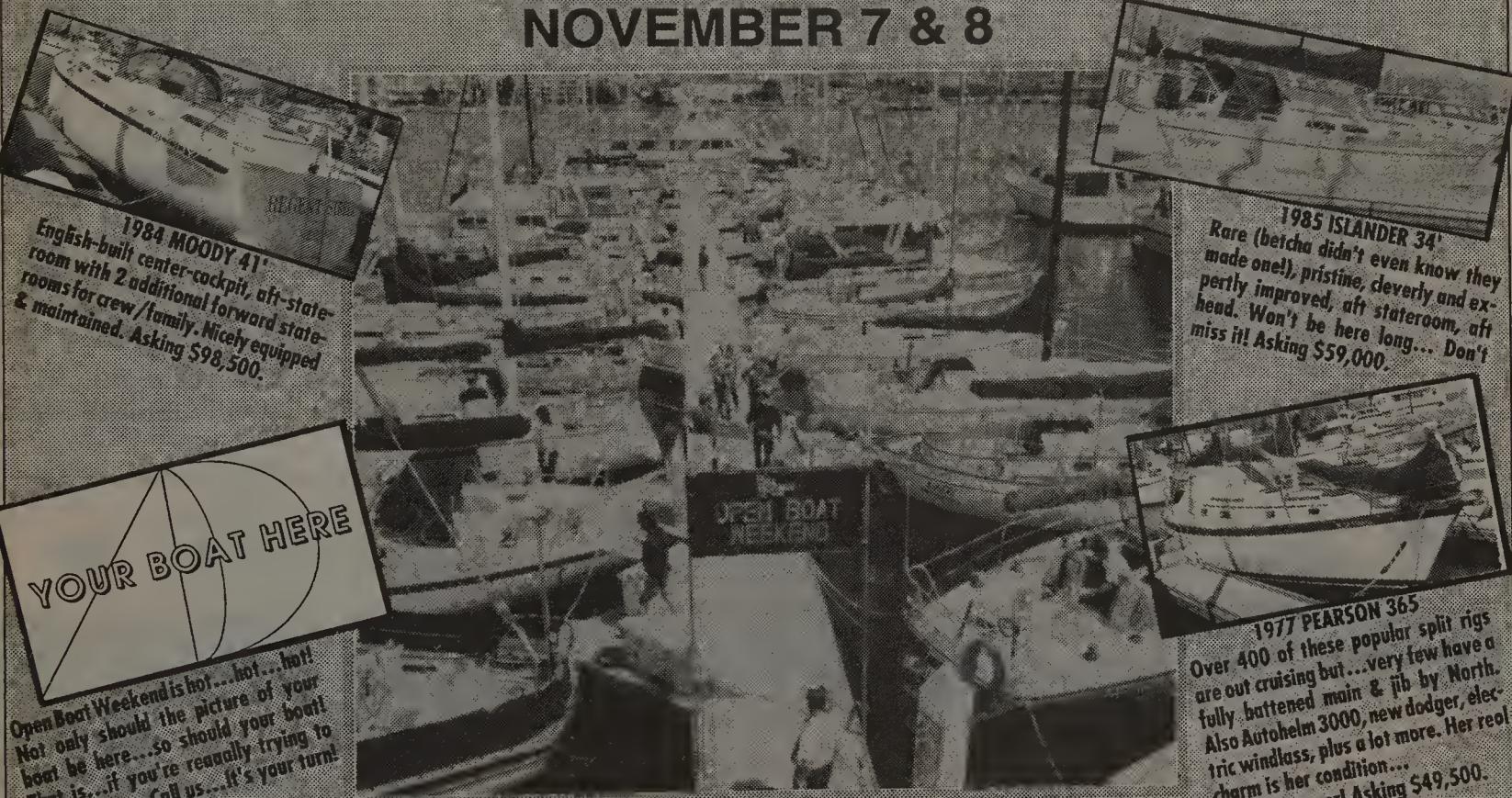
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## • OPEN BOAT WEEKEND •

(The way to buy and sell boats in the '90s)

NOVEMBER 7 & 8



Q. How did OPEN BOAT WEEKEND help you?

*"Beats the 8 months it was for sale with another broker!"*

- Wayne Fitch & Lynn,  
Sellers

*"One stop shopping!  
Perfect!"*

- Dr. Tom Kaschak & Missy  
Buyers

### BAY & COASTAL CRUISERS

• 36' CS SLOOP	64,900
• 36' PEARSON 365	49,500
• 36' ISLANDER	46,500
• 34' ISLANDER	59,000
• 32' COLUMBIA 9.6	25,000
• 31' DUFOUR	29,950
• 30' CATALINA	22,500
• 30' ERICSON	34,950

• AT THE NEXT OPEN  
BOAT WEEKEND

### LIVEABOARD CRUISERS

• 50' MIKELSON	269,000
• 44' NORDIC	149,500
• 44' HANS CHRISTIAN PH	249,000
• 41' MOODY CC	89,500
• 37' ENDEAVOUR	67,500
• 36' SCYLLA CC	57,500

### POWER BOATS

• 48' TOLLY	160,000
• 46' NOVA	237,000
• 39' SEA RAY, S.F.	90,000
• 36' SEA RAY AFT CABIN	99,500
• 34' CARVER	125,900
• 34' GOLDEN STAR	79,500
• 32' BAYLINER MY	65,000



SPECIAL  
OFFER!

ONE  
MONTH  
FREE\*

GOOD  
THRU  
DEC.

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with  
6 mos.  
lease.

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A quick trip to the Bay,  
a quick trip from your home.

### RECENT UPGRADES AND OFFERINGS:

- ◊ Recently dredged berths and channel
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- ◊ NEW full service chandlery
- ◊ NEW bathroom, shower, laundry facility

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Emeryville

next door to Hank Schramm's Sportfishing

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fax (510) 596-4342



Consider all the features of Emeryville's Design Award-winning Marina. Centrally located for the entire Bay Area with easy driving access by car and quick access to terrific Bay sailing. Check all these features:

- ◊ Phone hook-ups
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- ◊ FREE pump-out station
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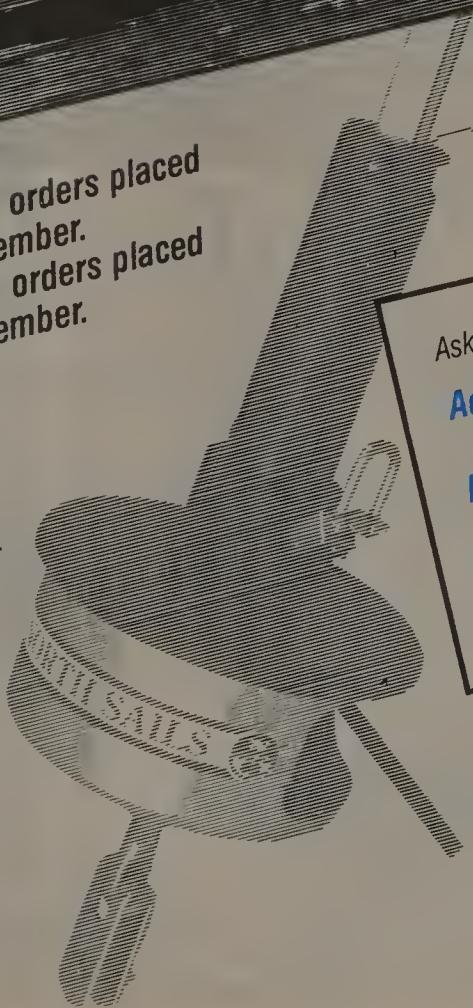
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Cruising Mainsails  
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**1/2 PRICE HAULOUT**  
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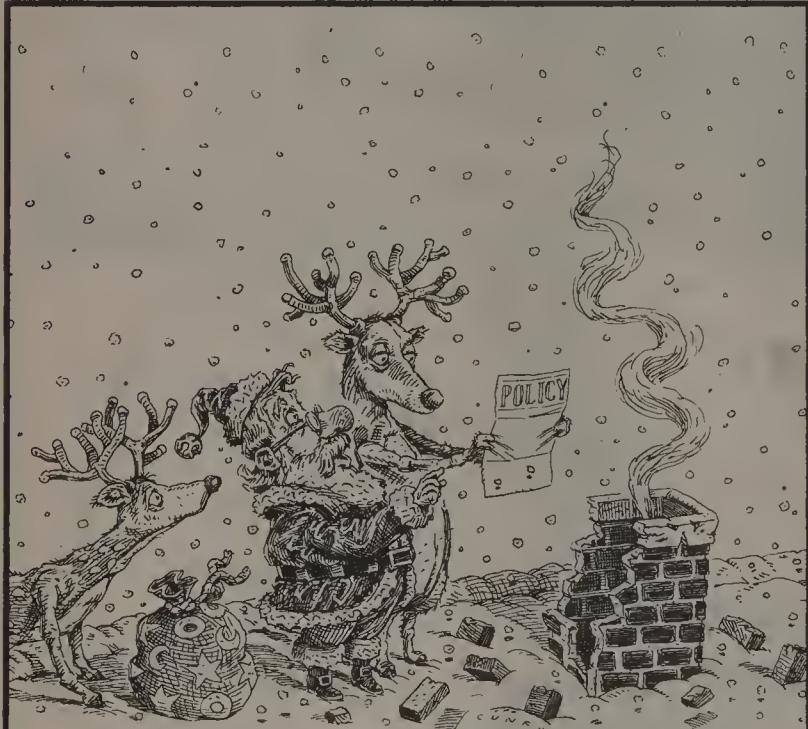
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# CALENDAR

## Nonrace

**Nov. 3** — Election Day. Don't forget to vote, even if you don't like the choices.

**Nov. 5, 1978** — Alain Colas, possibly the greatest singlehander in modern times, set sail on his trimaran *Manureva* from France in the Route du Rum Race, a 4,000 mile singlehanded sprint to Guadeloupe. The 35-year-old French adventurer never arrived, presumably lost at sea in the vicinity of the Azores.

**Nov. 6** — "Family Cruising," a free slide show by Art Whitney. Stockdale Marine Theater (Sacramento); 7:30 p.m.; Ryan, (916) 332-0775.

**Nov. 7** — Etchells Class Fleet 12 Annual Party. Drinks, dinner, awards and dancing at the Marin YC; 6-11:30 p.m.; RSVP, Sheila, 332-5757.

**Nov. 7** — "Living in the Bay-Delta Estuary," a presentation by Lillie Kocher of the SF Estuary Project; 9:30 a.m. to 4 p.m.; \$10 donation requested; SF Bay Model (Sausalito); (510) 464-7916 or (415) 492-8579.

**Nov. 7** — Trophy Swap at Berkeley YC, 8 a.m. to noon; YRA, 771-9500.

**Nov. 7** — Islander 28 Fleet Dinner at Sausalito YC; 6:30 p.m.; Sam Hock, 332-2663.

**Nov. 7** — Columbia Challenger Association Fall Dinner Meeting at Oakland YC; 6:30 p.m.; RSVP, Bill Myers, (510) 935-4437.

**Nov. 7-8** — Mexico-Bound Cruiser Parties in San Diego. Kona Kai International YC holds their 6th Annual Cruising Kickoff Party on Saturday from 7-9:30 p.m. Call (619) 223-3138 for details. On Sunday, Downwind Marine's popular Cruiser's Potluck will occur on Shelter Island from noon until dusk. For info on the latter, call (619) 224-2733.

**Nov. 7-8** — Open Boat Weekend at Mariner Square and Marina Village (both in Alameda). Hundreds of new and used boats are on display for your inspection every second weekend of the month. Contact any broker at either location for more information.

**Nov. 10** — Full moon. Why not get in one last night sail before things get chilly?



*Men against the sea: Stan Honey (left) and Paul Simonsen.*

**Nov. 11** — Cadillac Columbus Cup on ESPN. Taped Oct. 3-10 in Baltimore, this show features hot racing in new Beneteau 310s and interviews with John Kolius, Dawn Riley, Kevin Mahaney (Olympic silver medalist in Solings) and others. 9:30 PT; show is repeated on Nov. 13 at 11:30 PT.

**Nov. 14** — Palo Alto YC's Cruising Lecture Series: "Double-handed Sailing — Lessons From the Pacific Cup for High Performance Shorthanded Cruising," a free presentation by Stan Honey. PAYC; 8 p.m.; info, 364-6172.

## SPINNAKER SAILING

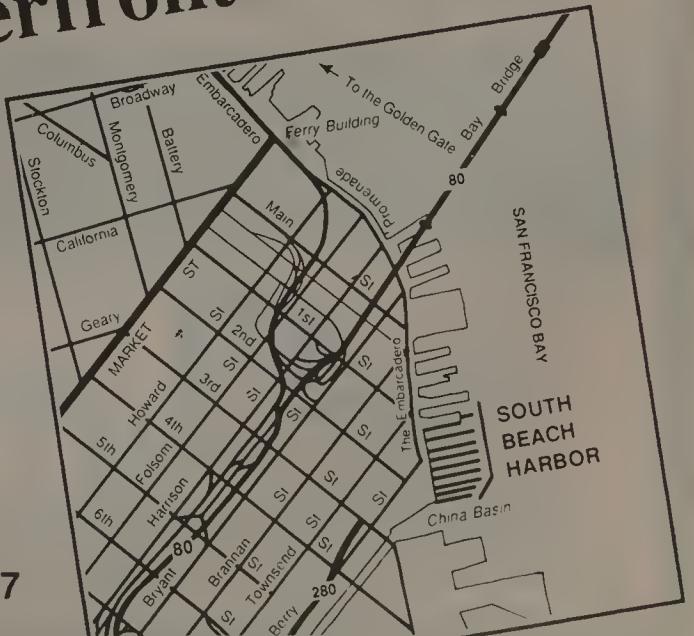
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### LET "CLUB NAUTIQUE'S" PRESIDENT DON DURANT TELL YOU:

"The one line that really looked good to us caught us completely off guard, because a few years ago we would not even have considered it. That line, as you may know, is Hunter. Here are just a few reasons we selected Hunter to be the nucleus of our fleet:

- **They're made in the United States.** Sure, there's some patriotism involved, but there are much more practical reasons. Americans like features such as big ice boxes, airy interiors, shower stalls, lots of ventilation, roomy cabins, privacy, enough cabins but not so many that the boat feels like a dormitory, and straight-forward controls which are easy to operate. Hunters have it all.
- **The Moorings**, the world's largest charter operator bought 50 Hunters and they're buying more. They told us they loved them. (Makes sense if they're ordering more.)
- **Consistency of design.** If you sail on one model Hunter, you'll feel right at home on another model. They're all very user friendly and because they're designed by the same team, they all work the same way.
- **Consistency of design.** I know, I just said that, but this time it's from our maintenance crew's point of view. A great many parts are common across Hunter's model line-up, so it's easier for us to stock parts and get a broken boat back into service quickly.
- **Ease of service.** When we look at boats, we don't look at the decorator fabrics. We look at how easy it is to check the packing gland, or to find the dip stick. How is the wiring done? Can we get to the steering gear? What's the engine access like? Will the anchor stow without bashing the bow when it's raised? And yes, we do check the fabric, but for stain resistance and durability. We want the boat to look as good when it leaves the fleet as when it arrived.
- **Sailing performance.** This is a sailboat and when people charter it, they want to enjoy their sail. Hunter has managed to design boats which have incredibly roomy interiors, look good and sail well.
- **Wing keels.** This relates to the last item. By employing wing keels, Hunter has been able to reduce the draft on their boats while maintaining up-wind performance. These days, as environmental concerns make dredging more difficult and expensive, the Bay is getting shallower and shallower.
- **Cooperation.** The folks at Hunter are listening. We have been amazed at how fast our suggestions and requests have been incorporated into the boats coming off the production line. NorCal Yachts has been serving the yachting community since 1961. They're committed to success and with their record we know they'll be serving the yachting community for years to come.
- **Value.** Hunter is part of the Luhrs family of boats – Hunter, Silvertons, Mainship and Luhrs. All four companies buy together – fiberglass, gelcoat, fabrics, hardware, etc. That means that Hunter gets lower prices than they could alone, even though they are the largest sailboat builder in the U.S.A. This buying power, coupled with efficient design and manufacturing, allow Hunter to offer their boats at affordable prices. In a charter boat, that translates to a higher return on investment and a better bottom line.
- **Customization.** One of the ways Hunter holds the line on price is by building their boats one way – you know; any color you want as long as it's white with red and blue stripes. Sometimes that means the boats don't fit the needs of active chartering in San Francisco Bay's typical summer winds. We've solved that by working with Hunter and the local dealer to delete and replace certain standard with heavier duty ones, which are better suited to the demands of chartering. For example, we delete the factory sails and have them built by a local loft and heavily reinforced. This is done on the original order so you don't have to pay for something you can't use.
- **Full model line-up.** Hunter builds boats in sizes to fit all the popular market niches. We have openings for the following models: 28, 30, 33.5, 35.5, 37.5, 40.5, 42 and 43."

ASK US HOW A COMPREHENSIVE CHARTER PROGRAM CAN HELP PAY FOR YOUR YACHT!

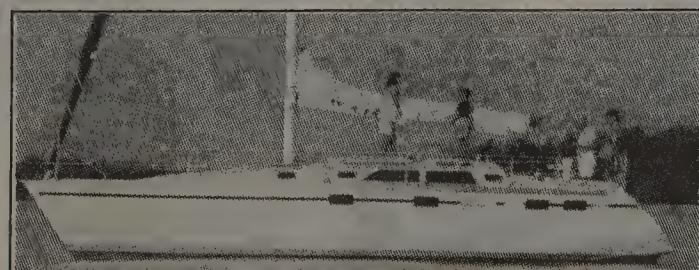
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# "My Crealock 34 is the most perfect thing I've ever owned."

Len Olin's choice of a Pacific Seacraft Crealock 34 is based on some notable experience. It's the second Pacific Seacraft he's owned.

#### "One tough boat"

In 1985 hurricane Gloria ripped through Marion Harbor and grabbed everything within reach—including Len's beloved Pacific Seacraft Orion 27. "The boat ended up aground, a quarter-mile inland. She had some bent stanchions and a few gelcoat scratches—and that was all." Glen shakes his head. "We used a helicopter to return her to her mooring. One tough boat."



Len and Nancy's Orion 27 rests 1/4 mile inland after being ripped from her mooring by Hurricane Gloria. "She had some bent stanchions and a few gel-coat scratches—and that was all."

And a hard act to follow. So when Len and his wife Nancy eventually decided the time was right for a bigger boat, it's no wonder they chose the Pacific Seacraft Crealock 34.

#### "Quality designed, engineered and built—that's the difference"

"You know," says Len, "a lot of people talk about quality—I hear it all the time in my work as a management consultant. And what I find is that most companies simply inspect for quality—that's easy, anyone can do that. But Pacific Seacraft quality is designed, engineered, and built into their product. That's the difference."

Indeed, the construction details of every Pacific Seacraft boat are unsurpassed: 100% hand-laid and squeegeed hulls and decks; double flanged, thru-bolted hull-to-deck joints; solid bronze deck hardware, thru bolted and backplated; solid bronze seacocks and portholes; massive anchoring systems; fully protective propeller apertures; heavy bronze gudgeon supports; one-piece solid lead ballasts; impeccable joiner work; superb engine access through cabin and cockpit-sole hatches; and, American production, ensuring immediate service for any reason.

"Pacific Seacraft is so responsive," says Len. "Even to the smallest details. When



Len and Nancy in the cockpit of their Crealock 34 Summer Lady. "Pacific Seacraft is so responsive, even to the smallest details. It's just one more thing I appreciate about Pacific Seacraft."

I called Henry at the factory a couple of weeks after we'd taken delivery of our Orion, I mentioned that Nancy couldn't comfortably adjust the mainsheet—she couldn't get the right angle to cleat it off. Two days later I received hardware to reroute the mainsheet, and a new winch to mount on the deck—it completely solved the problem, and Nancy could handle the mainsheet with ease. That's standing behind the product. It's just another thing I appreciate about Pacific Seacraft."

#### The most important praise of all

Pacific Seacraft quality has inspired enthusiastic praise from an impressive variety of sources. Earlier this year **FORTUNE** magazine included Pacific Seacraft in its issue honoring the 100 American

products recognized to be the finest of their kind in the world. Famed sailing author Ferenc Mate' (**The Finely Fitted Yacht, From a Bare Hull**) writes in his newest book, **The World's Best Sailboats**, that "without a doubt the most outstanding cross section of cruising boats in this book is built by Pacific Seacraft Corporation. From the 20 foot Flicka to the Crealock 37, they are boats of great character, practicality and integrity." Yachting's Charles Barthold features the Crealock 34 in the magazine's August issue reviewing "modern day classics": a classic, writes Barthold, is that special sailboat with "the perfect lines, the perfect shape and was everything we ever dreamed of in a sailing yacht."

Len Olin echoes Barthold's sentiments: "My Crealock 34 is the most perfect thing I've ever owned. That's a nice

feeling." And that's the most important praise of all.

#### "So much attention to the details"

"The Crealock 34 gives us such a wonderful escape from the pressures of the office," says Nancy, a clinical psychologist. "And when we spend the weekend aboard, it's no tuna sandwiches and hamburgers on the grill—I mean, we cook! We dine! Fresh baked biscuits in the morning and homemade croissants for dinner. The Crealock 34's galley provides ample space for preparing the most elegant meals. It's important that Pacific Seacraft has paid so much attention to the details."



Our Crealock 34 is the prettiest boat we've ever seen anywhere near her size"

Len and Nancy Olin are enjoying the confidence of Pacific Seacraft quality.

Nancy smiles, "She's the prettiest boat we've ever seen anywhere near her size. And she's sure strong." Len feels the Crealock 34 has no peers. "Everywhere we go, people admire the boat. I couldn't be more proud."

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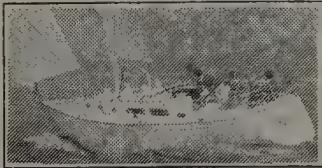
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Your Northern California Dealer  
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See the Sabre 38 and Sabreline 36 at our docks.

## BROKERAGE



**38' SABRE, 1990**

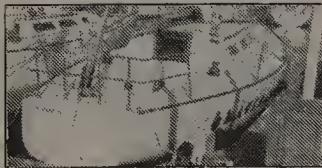
Super clean and well equipped, this noteworthy Sabre includes all self-tailing winches, full batten main, complete cruising sail inventory, Harken furling, Autohelm, refer and more. See it and you'll want to own it.

Have a look at \$179,000.



**C&C 40, 1980**

Current owner moving up. Excellent cruiser/rocer, fully equipped for offshore work. Her ability has been proven. Full electronics including SSB, complete sail inventory, custom deck hardware, oversize winches. This yacht was a custom order for an experienced yachtsman. Call Chris Corlett today for details.



**J/35, 1991**

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24' J/24, '79	8,500
24' J/24, '84	15,000
24' J/24, '77	10,500
24' J/24, '83	18,900
24' J/24, '79	7,500
24' J/24, '90	26,000
27' J/27, '85	23,500
28' J/28C, '87	49,500
29' J/29, '84	34,500
29' J/29, '83	24,000
30' J/30, '79	32,500
35' J/35, '84	69,500
35' J/35, '90	100,000
35' J/35	76,500
35' J/35, '91	110,000
<b>EXPRESS</b>	
27' Express	19,500
27' Express, '85	24,950
34' Express, '87	84,950
37' Express, '86	88,500
37' Express, '85	105,000
<b>CRUISER</b>	
28' Islander, '78	22,500
29' Cal, '74	19,800
30' Columbia, '77	19,950
41' Downeast, '80	64,950

**AT OUR DOCKS (in bold)**

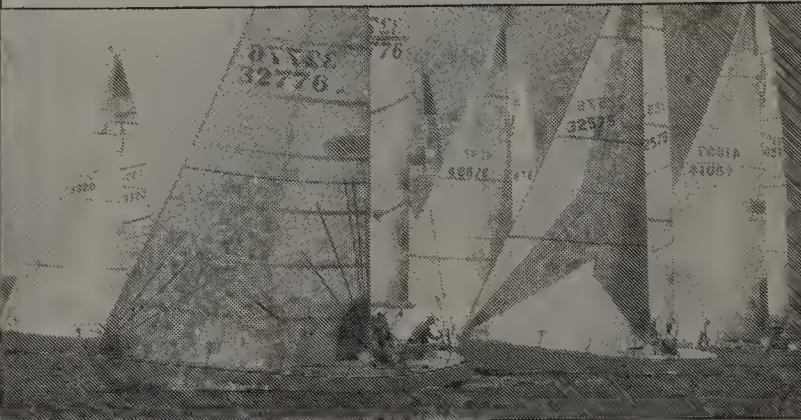


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**"If sailing is what sailing is all about, you won't find a much better boat anywhere."**

Practical Sailor 1/91

There are more J/35s sailing one-design, and which are active in IMS or PHRF, than any other sailboat over 30-feet LOA in the world - 300 boats in 15 nations.

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HOSTED BY THE ST. FRANCIS Y.C. September 10, 11, 12

**~ OVER 30 BOATS EXPECTED ~**

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Come to the source. Through the international network of J/Boat dealers we can find the J/Boat you want and provide the service, knowledge and support you need.

## OPEN BOAT WEEKEND November 7 & 8

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- 1976 Morgan 41
- 1986 Nonsuch 30
- 3 Catalina 27s
- 1989 Nonsuch 26
- 1981 Nonsuch 30
- 1987 Nonsuch 36
- 1988 Catalina 34
- 6 Catalina 30s
- 1987 Nonsuch 30
- 1982 Ericson 38
- 1981 Catalina 25

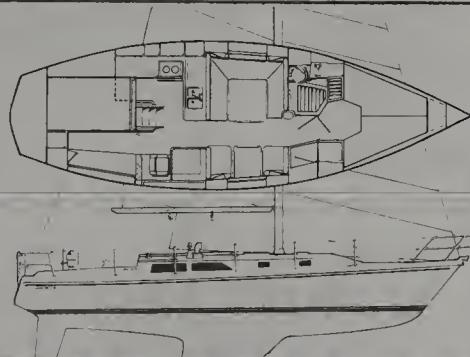
## ★ 43 SAILBOATS SOLD ★

in the past 5 months

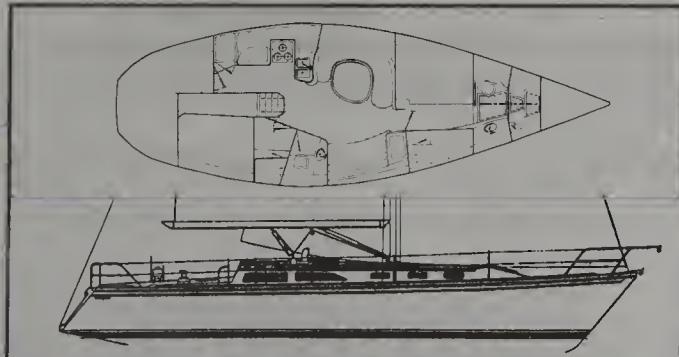
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CATALINA 36 2-cabin. Standard with furling, knotmeter, depth, VHF, TV, windlass, charger, microwave, safety package, much more. \$86,900.



CATALINA 42 2-cabin. Furling, knotmeter, depth, windlass, inverter, microwave and much more. \$133,500.

## FARALLONE YACHT SALES

42' Catalina	'92	133,500
40' Nereus	'89	195,00
36' Watkins	'81	45,000
36' Catalina	'92	88,500
35' Santana	'81	38,500
32' Westsail	'74	45,900
32' Ericson	'73	24,900
32' O'Day 322	'87	48,900
30' Catalina	'82	24,900
30' Nonsuch	'87	95,000
30' Nonsuch	'86	84,500
30' Nonsuch	'79	59,000
30' Nonsuch	'83	61,500
30' Catalina	'88	42,500
30' Catalina	'87	41,000
30' Catalina	'87	42,500
30' Catalina	'82	31,500
30' Catalina	'80	offer
30' Catalina	'75	21,200
30' Cheoy Lee	'65	15,000
30' Santana	'79	19,900
30' Pearson	'74	14,500
28' Ericson	'81	22,900
27' Catalina	'82	16,000
27' Catalina	'85	16,300
27' Catalina	'82	18,000
27' Catalina	'81	14,500
26' Pearson	'76	8,000
26' Capri	'90	22,500
26' Nonsuch	'89	58,500
26' Nonsuch	'82	45,000
22' Catalina	'90	offer



CATALINA 38 42,995



NONSUCH 30 '87 Like new "Ultra" 92,000



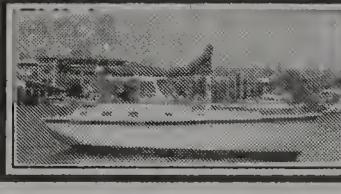
CATALINA 30 '88 Like new 42,500



ERICSON 37 49,995



CATALINA 30 "1980" 24,000



WATKINS 36 "1981" 44,900



WESTSAIL 32 Ready to cruise, beautiful 49,900

## OPEN BOAT WEEKEND

November 14 & 15  
10 am - 4 pm

## EAGLE YACHT SALES

42' Cascade	'66	32,995
40' Northstar	'74	77,550
38' Catalina	'82	42,995
37' Ericson	'74	49,995
34' Columbia	'70	28,995
33' Ranger	'72	34,995
33' Pearson	'75	32,995
30' Morgan	'77	19,995
30' Catalina	'76	18,995
30' Catalina	'85	39,995
30' Capri	'83	19,500
30' Lancer	'84 Diesel	21,995
29' Ericson	2 from	15,995
28' Ericson	'81	21,995
28' Columbia		6,995
27' Catalina	2 from	9,895
26' Columbia	'71	6,950
26' Folkboat	2 from	7,795
25' Coronado	'66	2,995
25' U.S. Sloop	'81	8,795
25' Santana	'81	8,945
25' Ericson	'80	9,495
25' Catalina	'78	10,995
24' S-2	'87	10,495
22' Catalina	2 from	2,995
19' West Wight Potter	'84	5,995

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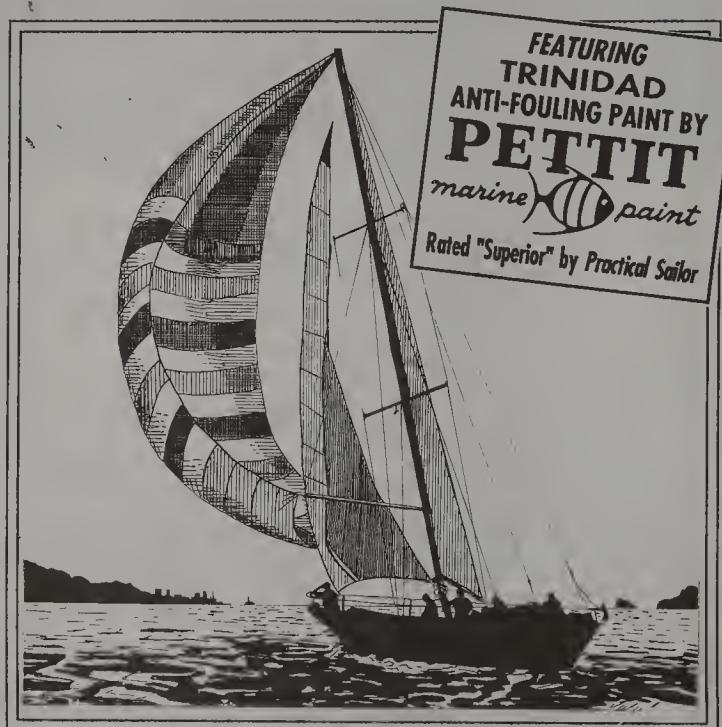
## *Baby, It's Cold Out There!!*

For toasty days and evenings on your boat  
you need a Webasto Diesel Heater.

The Webasto Forced Hot-Air Heater is:  
thermostatically controlled and has miserly fuel/amp consumption.  
DISCOUNTED AND INSTALLED  
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with 2 outlets

With a Webasto heater on  
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**BOTTOM PAINT JOB...**  
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- Webasto Heaters
- Guaranteed Blister Repair
- Engine Service
- Lift 16.5' Wide - 50 ton
- Boat Washed upon Completion



Ann Marie put together one of the most ultimate Corsair F-27s. They equipped *Pig Baby 6* with a cockpit dodger which has an extension that covers the entire cockpit for protection from the elements... perfect for cruising the Pacific Northwest. Other cruising equipment they added included a GPS, watermaker, autopilot, refrigeration, and a propane system for the galley stove.

In the fall of 1991, they headed south. Starting at San Carlos, Sonora, they sailed the west coast of Mexico, later crossing over the the east coast of Baja and exploring the many beautiful islands along the way. Spring 1992 found them enjoying the Florida panhandle and winding their way through the Florida Keys. Later they rendezvoused with the Florida F-27 fleet, and they cruised the Bahamas and Abacos.

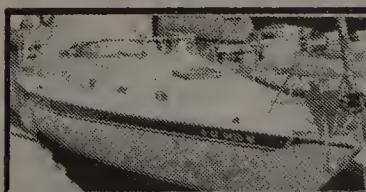
Bob and Marie recently put their boat up for sale, and she sold immediately. The purchasers, Bill and Marcia Burden (see picture), are delighted with their new cruising boat and plan to duplicate *Pig Baby 6*'s trips by starting off in Baja this fall. (Incidentally Bill is a former J-Boat dealer from New Mexico.) Later, Bill wants to return to his boyhood home in Minnesota and cruise the Lake of the Woods. The "Land of 1,000 Lakes" could provide Bill and Marcia with many years of cruising. But don't feel bad for Bob and Marie. They have big plans for *Pig Baby 7* – a Corsair 36 Trimaran!

## SANTANA 20'23 WITH TRAILER, \$13,500 • • • DEALERS FOR TA SHING TASWELL 43, 49 & 56

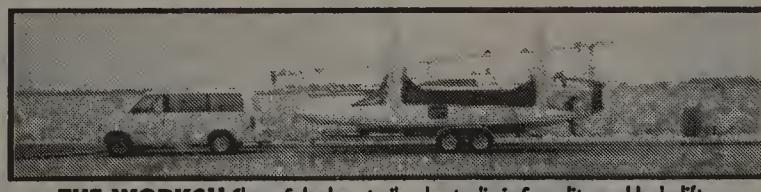
### LISTINGS

### BROKERAGE

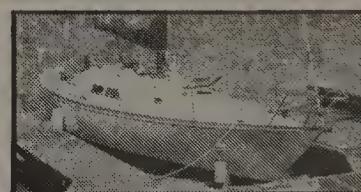
20'23 SANTANA w/trailer	13,500	F-27 Hull #34	57,000	33' PETERSON	31,900	43' TASWELL	289,500
25' CAL 2-25	14,900	F-27 Hull #121	59,950	36' FREEDOM	105,000	45' FREEDOM	from 288,950
25' CATALINA	OFFERS	F-27 Hull #187	SOLD!	38' CROWTHER MALIBU trimaran	58,000	* in Sausalito	
27' ORION	55,000	30' CATALINA	22,950	38' ERICSON*	77,000		
F-27 Hull #96	55,500	30' FREEDOM	56,000	38' FREEDOM (factory demo)	165,000		
F-27 Hull #97	55,200	32' FREEDOM	58,500	41' NEWPORT	59,000		



ERICSON 38 \$77,000



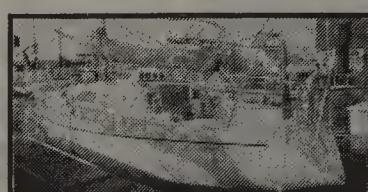
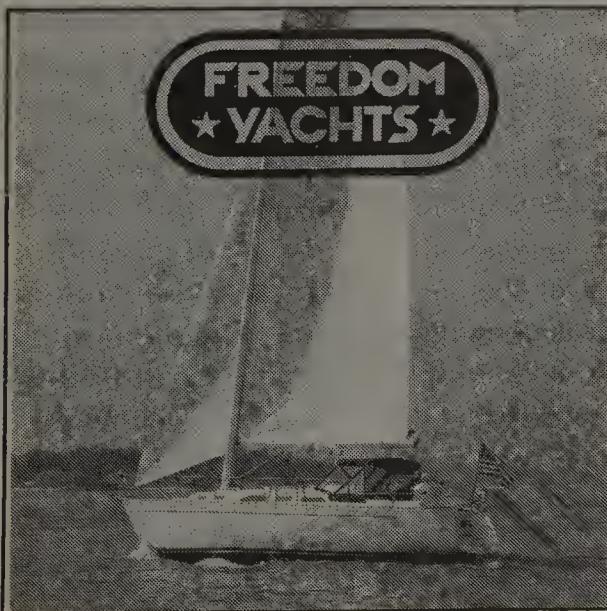
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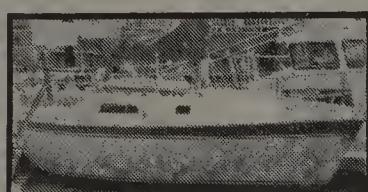
NEWPORT 41 \$59,000



CATALINA 30, 1982 \$22,950



PETERSON 34 \$31,900



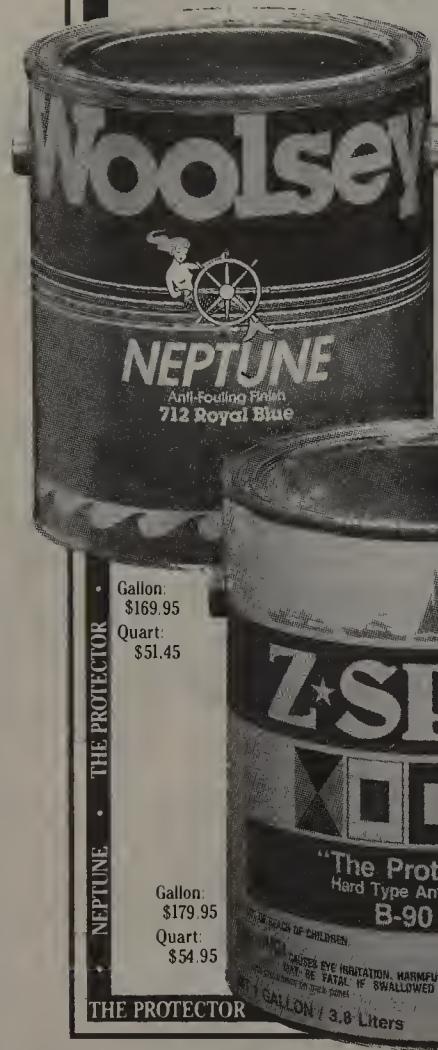
CAL 25 Diesel \$14,900



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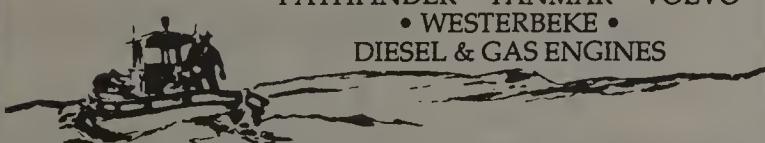
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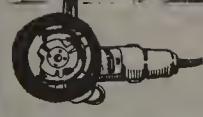
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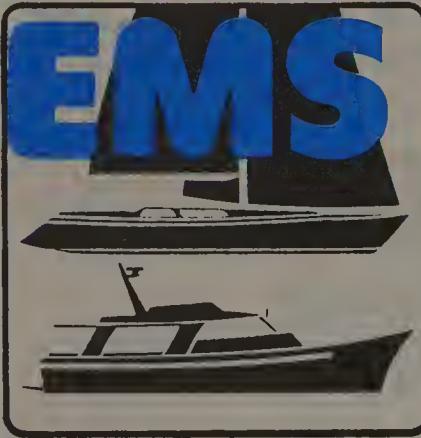
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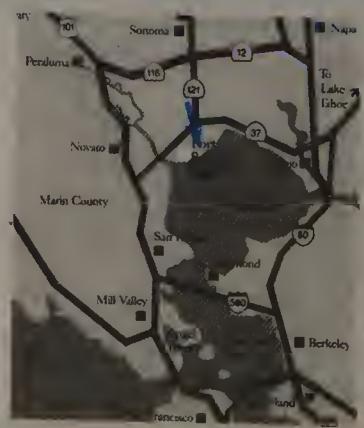
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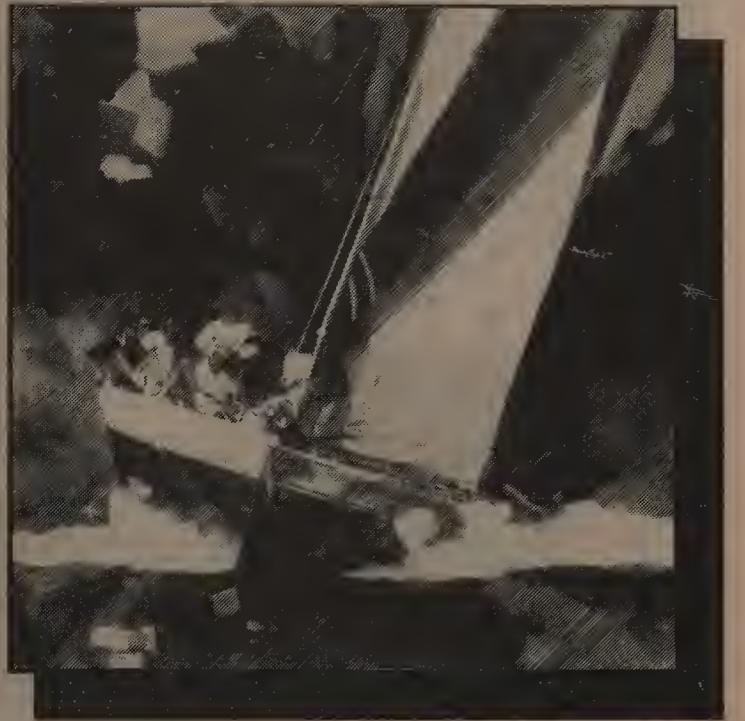
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### **WE WANT THEM OUT OF HERE**

Among minorities, there are always even smaller minorities who face a harder road, a higher hill. This is the case with boat owners, who in Florida make up about 10% of the population, and liveaboards, who constitute a barely measurable percentage of the 10% who own boats.

When Hurricane Andrew laid waste to parts of Southern Florida, boats were a favorite target. Among the thousands of boats destroyed and sunk were a few dozen belonging to people who lived aboard. Their boats were their most valued possession, and in some cases their only possession. Some were fine yachts, valued in the hundreds of thousands of dollars, owned by world cruisers. Others were the carefully tended shelter of those who would otherwise be homeless. Now they are homeless.

Because most of those who lost their boats do not have a land address, they fail to qualify for any of the federal aid available to those who lost their homes. For a full two weeks after the storm, the city of Miami purposely failed to provide food, water, or basic sanitation to those who were desperately trying to salvage their homes. One Dade County planning official, a Mr. McManus, told reporters: "We're not going to help the liveaboards in any way. We want them to get out of here and to close the anchorage."

Thanks to intervention by other agencies, the city was forced to provide water, porta-potties and a tent for shelter.

Concerned Boaters and the National Water Rights Association has started a special fund to assist uninsured liveaboards who do not qualify for other assistance. That tiny minority needs your help. They are self-sufficient, survivors all — but they need a hand. Please help by sending a check to Concerned Boaters, Hurricane Andrew Fund, 601 W. 1st Street, Stuart, FL 34994. We are a non-profit, all-volunteer membership organization dedicated to telling people about their rights and responsibilities on the water — and defending those rights.

Valerie Jones  
President, Concerned Boaters

### **JUST GIVE IT A LITTLE TUG AND LET GO**

Two years ago I sold my house to buy a trawler. Being a powerboater all my life, I thought it would be a good life.

But after looking at about 50 powerboats, I ended up leaving the dock with a Coronado 34, complete with a new three cylinder Yanmar, new Harken roller furling, dodger and nice suit of sails.

Mind you, I had never even been on a sailboat before. Well, it turned out to be the best thing that I ever did.

After waiting for the paperwork and all the stuff you do to buy a boat (survey, etc.) I got the keys in my hot little hands. My boat was berthed in Sausalito, so off my lady friend and I went for our first sail. We headed toward San Francisco under the power of the new Yanmar. After we got into some wind, I unfurled the jib, shut the motor down, and off we sailed.

Boy, it was a great feeling sailing! No noise, just the sound of the wind and the boat moving through the water. Well, after a couple of miles we decided to turn back. I tugged on the jib line . . . but nothing happened. I tugged some more, but still nothing happened. So there I was, tuggin', pullin' and wondering why the sail won't furl back up.

My lady friend suggested that I call somebody on the VHF to ask how to roll the sail back up. Yeah, right — I'd never live that down. About this time I'm thinking that I should have paid more attention during the sea trial to how the broker furled the sail back up. I just assumed it worked like your grandmother's windowshades; just give it a little tug and let go, and it would roll back up.

It wasn't until we were off Pier 29 that I figured out that you just keep pulling until it furls back up. Thank God, I didn't put the mainsail up. No telling where we would have ended up.

After we made it back to the dock, we went up to Flynn's Landing to have a couple of vodkas on the rocks. While refreshing ourselves,

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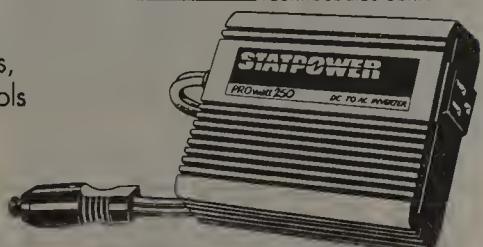
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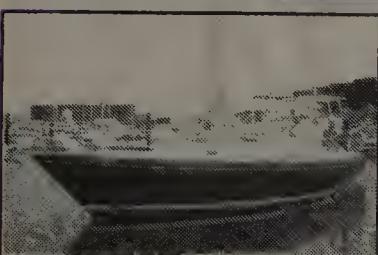
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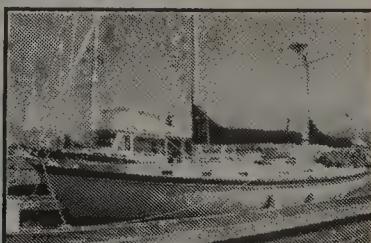
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37' RASMUSSEN (diesel) '29 ..... 49,000  
38' VAGABOND, '67 (Oxnard) ..... 95,000

ASKING

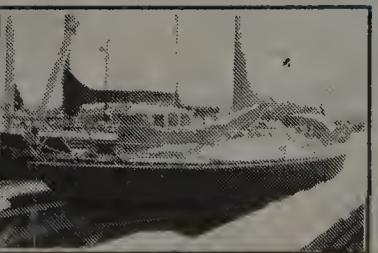
40' PEARSON (C-Board), '79 ..... 74,900  
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45' LAPWORTH SLOOP, '56 ..... 39,000  
48' RHODES PH/MS, '71 ..... 109,000  
50' GULSTAR (Marina del Rey) ..... 125,000  
57 RASMUSSEN CLASSIC KETCH, '25 79,000



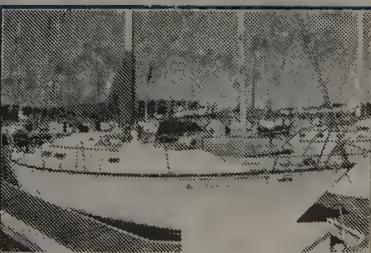
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## LETTERS

I decided maybe I better go to a sailing school. My lady friend agreed.

As the evening wore on, I met a few local sailors and told them my story. We all had a good laugh about it. Then one of them, Ron Poutik, said that he'd teach me how to sail and that I shouldn't waste my money on a sailing school. He's since showed me the basics. We all had a good time doing it and are still great friends. But let me tell you, a sailing school is a lot cheaper than picking up the bar tab at the end of the day with Ron and his pals. Actually, it was some of the best times I've ever had and I'll cherish them the rest of my life.

P.S. It won't be long before I head out on a long cruise.

I don't miss powerboats at all.

Bob  
Oakland

Bob — Taking sailing lessons is the only intelligent thing for new boatowners to do. The money is well spent, because it's only through knowledge that you can sail with confidence. And you and your lady friend(s) will never really be able to enjoy sailing until you do it with confidence.

### ↓↑SO MUCH BANG FOR THE BUCK

On Father's Day 1991, my wife bought me — or more accurately allowed me to buy — a Cal 20. As the little boat lay at rest in her Berkeley Marina berth, she looked less than impressive. She was in shabby condition and her bottom was dirty; clearly she'd been 'raced and put away wet' for far too many seasons.

The next six days were a whirl of frenetic activity for my 13-year-old daughter, Alyna, and myself, as we cleaned and prepared the renamed *Griffin* for delivery to her new slip 10 miles away in Alameda. She would be number six in the line of small boats I've restored. As we worked, I was cheered by the frequent comments I'd heard — even by owners of other vessels — that the Cal 20 was ideal 'Bay boat'.

As luck would have it, delivery day featured drizzly overcast and 20-knot winds. Despite all of our emergency repairs, *Griffin* leaked everywhere and the motor proved unreliable. Once into the Bay chop, I noticed water in the boat's shallow bilges and that the cockpit sole was constantly awash. All this notwithstanding, we knew she was a special craft by the way she valiantly fought her way across the face of Alcatraz.

*Griffin*'s restoration and upgrading has now pretty much been completed, and she's sailed at least once a week. I seem to chose the Bay's most raucous days to sail — nonetheless, *Griffin* has never failed to impress and delight us. Only yesterday we came down the Alameda Estuary, jib poled out, holding our own against a half-dozen larger boats flying spinnakers. Frankly, even I was surprised. We're beginning to think that Bill Lapworth is a design genius on par with the Herreshoffs.

Since it can be argued that no other boat offers 'so much bang for the buck', it's not surprising that Cal 20s are enjoying a rebirth. We're so enamored with *Griffin*, that even should we eventually buy a larger boat for cruising, we plan to keep her for our children.

Starting last fall, I began to collect literature about the Cal 20, with the goal of eventually writing a history of the boat. The volume of articles, ads, manufacturer's copy, etc. is now inches thick, including two articles kindly provided by Nim Marsh of *Cruising World*. I am continuing to research the vessel, her history and anecdotes by users, and would thus welcome any contributions from your readers. I will gladly pay copy and postage costs. I'm especially interested in hearing from people who have done coastal cruising and/or offshore sailing with their Cal 20s.

Kenneth P. Lewis, Ph.D.  
1565 Calle Santa Ana, Pleasanton, CA 94566. (510) 426-7860

Kenneth — The Cal 20 is an excellent little sailboat, but you don't want to get carried away. While we're certain you passed some bigger

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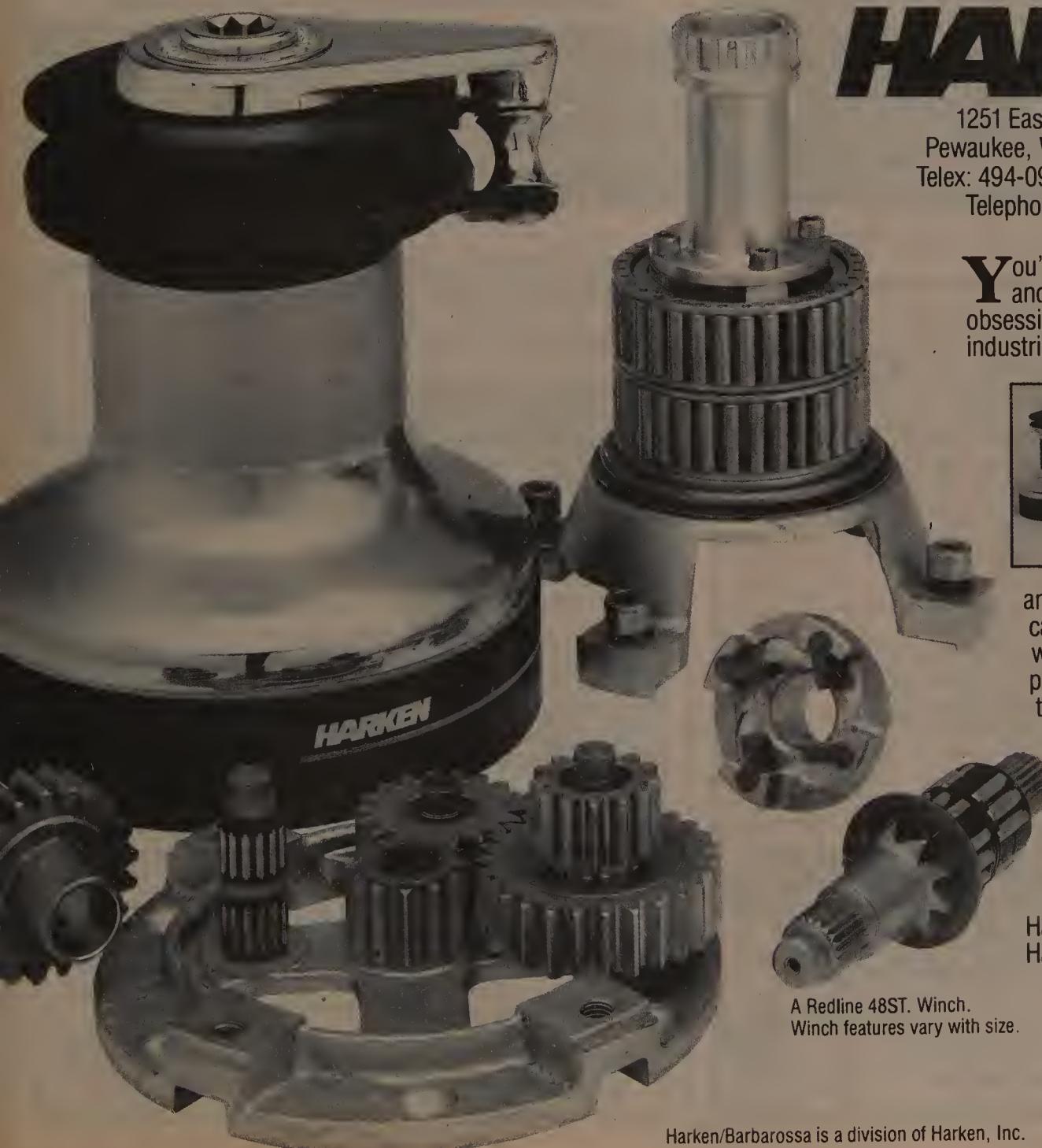
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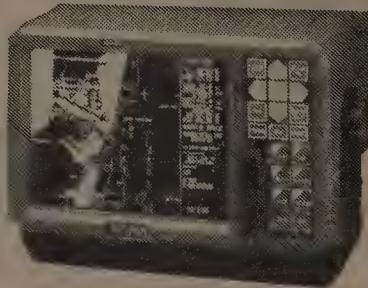
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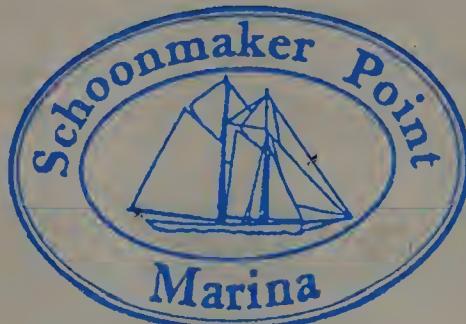
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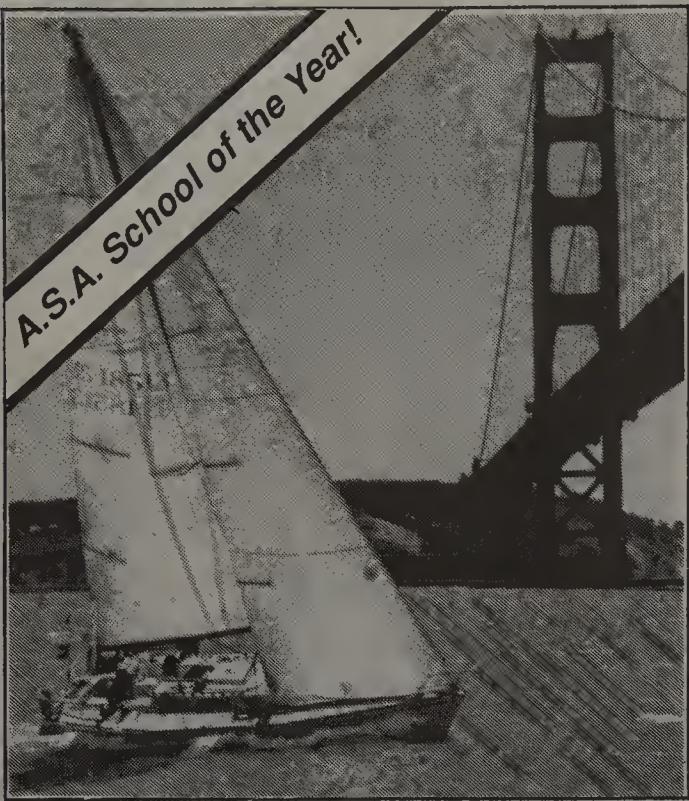


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## LETTERS

boats with chutes coming down the Estuary, the reason was almost surely your superior sailing skills and/or their dirty bottoms. A Cal 20 has a PHRF rating of 264, which means she's a fast little boat, but not a rocketship by today's standards. The more modern Santana 20, for example, rates 222, which means that if the two boats were sailed equally well, the Santana would be 42 seconds faster per mile than the Cal 20.

Nonetheless, the nearly 3,000 Cal 20s have done well racing, even in Northern California. They won the Midget Ocean Racing Championship three times and one even took honors in a gear-busting MORA Long Distance Race to Mexico.

While not particularly recommended, Cal 20s have sailed from San Francisco to Hawaii and across the Atlantic.

The Cal 20 was Latitude's Boat of the Month in August of 1977.

### ↓↑A FULL LOAD

One more explanation for the term, 'the whole nine yards'.

I'm told that in the old days cement trucks carried nine cubic yards in their mixers. Therefore, if you ordered a full load, you got 'the whole nine yards'.

Sorry, no nautical reference at all.

P. Mohler  
Ventura

### ↓↑NOT!

To set the record straight once and for all, the term 'the whole nine yards' did not have its origins in either sailing or the cement world. It was coined in the early days of football when the entire field — end zones included — was only 100 yards long. Since it was only 90 yards between goals, each team had four downs to make the nine yards necessary for another first down. After three unsuccessful downs, the home team's electronic scoreboard would exhort the locals do 'the wave' while hollering "the whole nine yards!"

That chant was replaced with 'first and ten, do it again', in the year 1974 after fields were lengthened to their current 120 yards.

J. Montana  
Northern California

### ↓↑LIKE WEARING A CONDOM

While I've not yet been able to make a trip to Mexico aboard my Pearson 303 Agri-vation, I enjoyed reading about sistership *Pacific Crest*'s adventures a year or so ago.

I usually make two or three flights to Baja each year in our old Cessna 310, as I'm still at that point in my life where work dictates my method of transportation. Hopefully, I'll be able to take a couple of weeks off this year and crew on a boat going south.

The reason for this letter is to make a suggestion to all those headed to Mexico this year who plan on swimming, snorkeling or scuba diving: wear some protection. The unusually warm waters this year have perpetuated the problem of *aqua mala*, which are small, string-like jellyfish. Their stings vary between that of a mosquito and a bee. I left my lycra dive skins at home this summer and paid the price while diving in the Mulege/Loreto area.

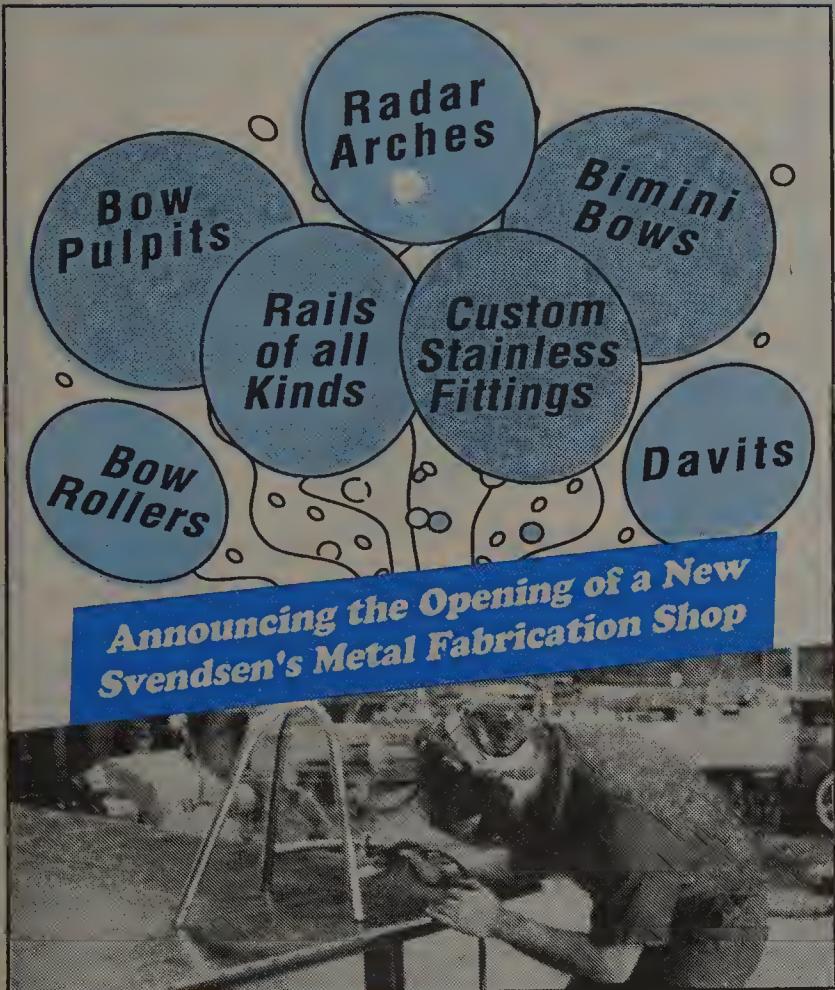
The very light, snug-fitting lycra suits are enough to protect swimmers and divers from these almost invisible critters. Such suits can be purchased at any dive shop and they take up very little space.

Our friends Claudia and Miguel of Mulege Divers told us that the jellyfish would only be a problem within three feet of the surface. Yet two days later Miguel was stung while diving with us at 65 feet. This infuriated Miguel, who had left his lycra suit on shore. The jellyfish populations varied from one anchorage to another.

A person may want to swim around a few minutes without a skin before deciding to suit up. For those who equate wearing a lycra suit while swimming to the wearing of a condom while having sex, a short swim should be enough of an indicator as to whether or there is a serious problem.

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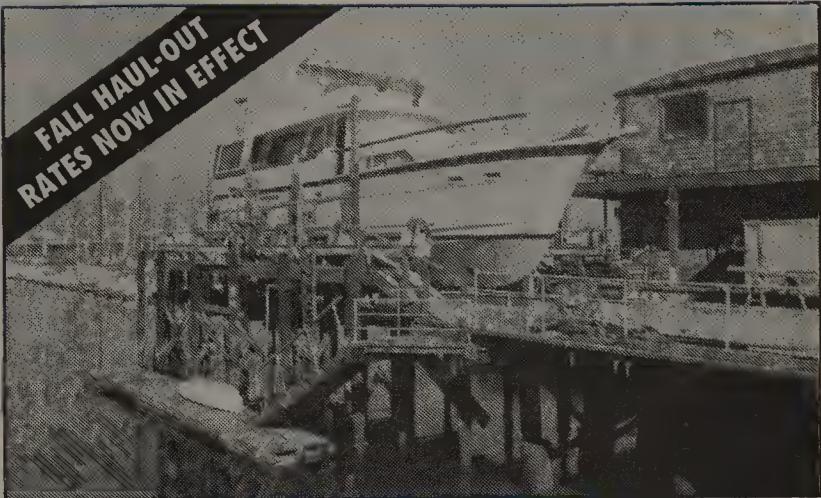
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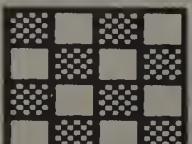
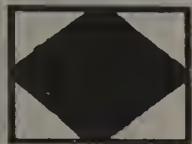
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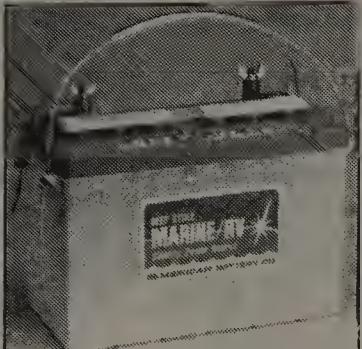


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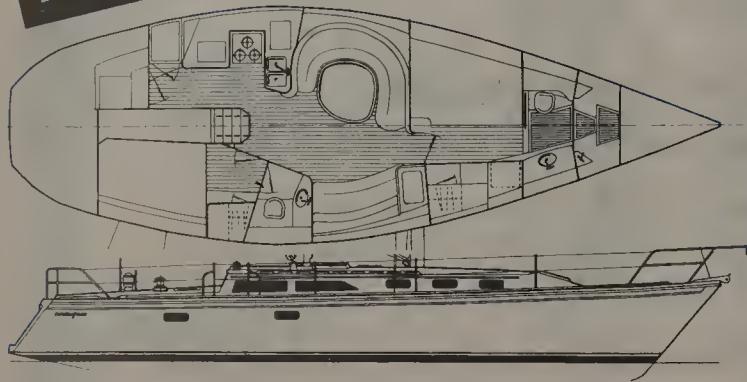
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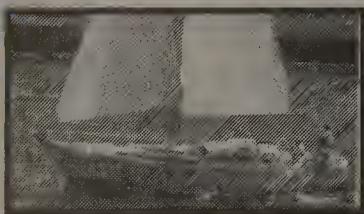
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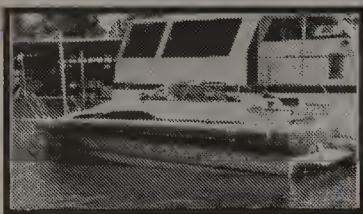
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## LETTERS

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Dale Jones  
Agri-vation  
Glenn, CA

### ↑↑WHAT THEY COULD DO WITH THEIR TAX BILL

After returning from a cruise in the Caribbean aboard my boat *Dolphin*, I found work in the Seattle area. Recently, I received some mail forwarded from my old Sunnyvale address. To my astonishment, included in it was a bill for use tax from the State of California. This even though I purchased *Dolphin* outside the state, she's been out of the country ever since, and is now lying in British Territory.

Since the boat has never been in California and since I no longer reside in California, I respectfully submitted an idea to the state as what they could do with their tax bill.

But here's the strange part: The only public entity that knows of *Dolphin*'s existence and of my ownership in her is the United States Coast Guard in Alameda, where I have her documented. Could the Coasties possibly have another responsibility — other than their other important duties, i.e., check that navigation rule books are aboard all vessels? That responsibility being tax collector for the state of California?

Marty Barats  
Everett, WA

Marty — The Coast Guard doesn't actively collect taxes for the state — at least not yet — but apparently they do let the state look at the documentation records for the purposes of assessing taxes. And the state, being so broke, naturally tries to tax everything it possibly can. Unfortunately, it can be a major hassle getting the process reversed once boats have been assessed in error.

Incidentally, we enjoyed your snide remark about the Coast Guard checking that boats are carrying copies of Rules of the Road. The interesting thing is that only boats over 39 feet, 5 inches are required to carry a copy. Why a Cal 40 should be required to carry a copy of the Rules of the Road while an Islander 36 need not is merely another of the mysteries of Coast Guard regulations — so many of which are antiquated and/or senseless.

### ↑↑HELP FOR HAPLESS MARINERS

I have a couple of thoughts for your readership; the first is about water on the wrong side of the hull, the second is about fending off bees.

Having a 72-foot Camper-Nicholson sink from beneath me while I was skipper was a big blow to my ego. I think it was a disappointment for the owner, too. There were just two of us aboard at the time, and the water was above the cabin sole when we became aware of the problem. I assumed the massive leak had something to do with a bad thru-hull, but the vessel had 23 of the suckers. The story of the sinking is a long, drawn-out affair, so I'll move on to my point.

After two days of thinking about it, I came up with a way I think we might have been able to prevent the boat from sinking. I ran it by a Lloyds surveyor, and he thought it might have worked, too.

The plan would have started with tying the head of the radial drifter to the bow. Then a line each would be secured to the tack and clew. The lines would then be pulled back on each side of the vessel. The whole mess would have been thrown overboard and the lines to the tack and clew pulled aft hard. If the boat had any momentum, the sail would plaster itself to the bottom of the hull as though it were attached with contact cement. Wherever the water entered the hull, the nylon would be sucked up into.

Sure, it would leak some, but now you'd at least have time to start a bucket brigade and get ahead of the problem. 'Murphy's Law' says that such events always happen at night, so this would give you the

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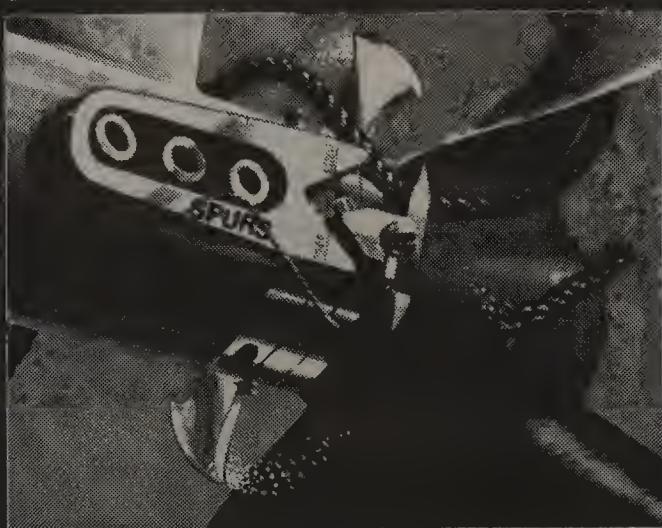
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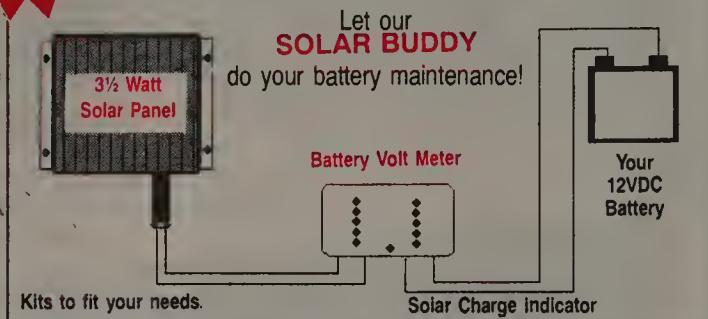
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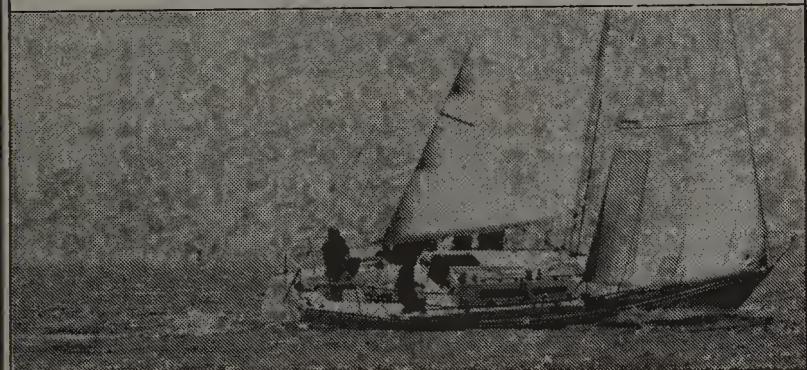


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## LETTERS

time to make a more satisfactory repair. Naturally, you wouldn't want to motor unless you could be sure that the drifter wouldn't get snagged in the prop.

My second thought is about killer bees. Anyone sailing in waters where they might be found — as were several *Latitude* contributors who were attacked by them off Central America — should carry the following: a boat hook, wool sock or sweater, stainless wire, foulies, dive mask, diesel, and bucket. The plan unfolds like this:

Attach the wool sock (no man-made fibers) to the end of the boat hook with tight wraps of stainless wire. Soak the sock in diesel. Then put on the foulies with hood up as well as diving mask and gloves. Ignite the sock with a lighter and attack the bees! It would be best to go right after the main swarm, because the rest will follow. You'll either kill thousands of bees or they will depart the scene. You can also smoke up the cabin to get rid of the stragglers. Then your mate, in appreciation, will give the cabin a light washdown.

I hope this will help a few hapless mariners in the future. I also hope you don't change your *Sightings* format — I love the challenge of 'where is the rest'?

P.S. The bucket is to put out the fire and wash off the burned bees.

Cress 'Cap'n Cool' Baxter  
Sea Era  
El Cerrito

**Cool** — Having a large sailboat sink from beneath you puts you in some pretty good company. As we recall, Arthur Beiser, who wrote *The Proper Yacht*, spent months and a small fortune having a yard refurbish a big ketch he'd bought. A couple of days across the Atlantic, however, she started taking on water like crazy from an unknown source. With a ship standing by but unwilling to wait, Beiser and his crew had to either abandon ship or take their chances with their stricken boat. They left her, and she apparently sank shortly thereafter.

Your emergency plan for sinking boats isn't a new one; even so, we're not sure how effective it would be. Nylon sails will indeed adhere to the bottom of boats, but that's not to say you can deploy one from on deck in stormy conditions and realistically expect it would neatly spread out and conform to the various contours of the hull. It's certainly worth a try as a last resort, but our first priority would be to make sure every thru-hull was shut off first.

### ↓↑YES, I HAVE

In our retirement travels and cruising here and there, Pat and I occasionally come upon a copy of *Latitude 38*. Browsing through the June '92 issue, I saw a letter from Robert Makowski, whose penultimate sentence I can answer: "Yes, I have seen a diesel installed in a Coronado 25."

Mail takes a while to catch up to us in places like St. Petersburg, but Makowski is welcome to correspond and I will reply to questions with answers as I am able.

Peter Jowise  
1916 Pike Place #895  
Seattle, WA 98101

**Readers** — Peter Jowise is a former Berkeley resident who spent many years teaching celestial navigation. He and his wife have been cruising aboard their Freedom 44 Viva.

As for you Robert, while it may be possible to install a diesel in a Coronado 25, it may not be economically advisable. Such an installation is probably going to cost half the value of the boat.

### ↓↑I DON'T LET DOWN MY GUARD

Thanks for a great, tell-it-like-it-is (or ought-to-be) publication. I've met a lot of good people through your Crew List Parties and even found my classy little boat in your Classy Classifieds. And now you've done it again.

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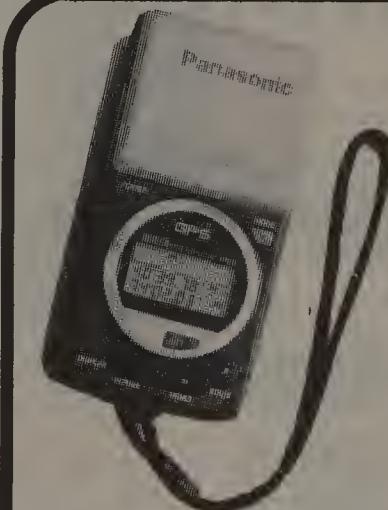
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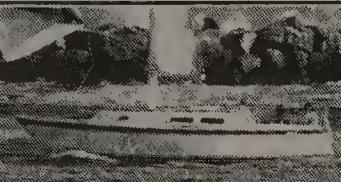
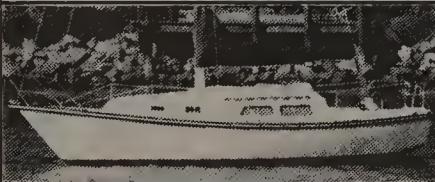
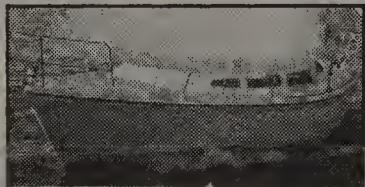
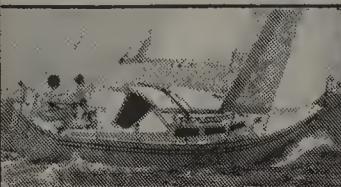
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## LETTERS

Wayne McFee has told it like it is in his article, *A Call to Arms*. I have about 20 years experience in various law enforcement fields, with 15 of them spent walking what many call 'The Toughest Beat in the State', San Quentin Prison.

I've learned, through closer association with my clients than I'd prefer, that criminals 'shop' for victims. Like any predator, a crook preys upon the weak. Lets face it, if crime involved hard work, it probably wouldn't be so popular. Then I'd have to get a real job.

Most victims send signals to the predators that they will be easy prey. McFee's advice on body language would be well taken. I've survived in one of the most hostile environments imaginable, unarmed, using just the way I carry myself as a primary defense.

However, when the primary defense doesn't work, anyone wishing not to be a victim had better have a fall back position. Simply put, anyone that is unwilling or unable to use whatever force necessary to defend themselves and those they care about, has no right to complain when they do become victims. And some day they will.

I sail for the inherent peacefulness and as a means of keeping my sanity. Even so, I don't let down my guard, which I consider a basic survival instinct. And yes, I do include a rifle as part of my cruising gear.

David Langerman  
Other Woman, Ericson 23 Mk I  
Petaluma

## ↓↑ALL PORT ORFORD

How great it was to see *Quest*, the beautiful Atkins gaff cutter that Billy Inman built and launched nearly 30 years ago featured in the ad for *Hogin Sails*.

*Quest* was all — keel, stem, stern port and planking — Port Orford cedar and still has that sweet smell inside. And she has something in her feel and sound underway that no fiberglass boat can ever hope to match.

With any luck at all, she'll still be setting out on adventures 30 years from now.

P.S. In the Mexican shootings last spring, did anyone ever see the bodies?

Bill Pool  
Aboard Pilar  
Puerto Escondido, Baja

Bill — Nothing says 'yacht' like a beautiful wood boat. The legendary 72-foot *Ticonderoga* was in the Bay Area for a couple of days recently, and boy, did she ever look spectacular! Dwarfed by the 147-foot, multi-million dollar *Andromeda* just a few berths away, everyone we spoke to said if they had the means, they'd much prefer *Ti*.

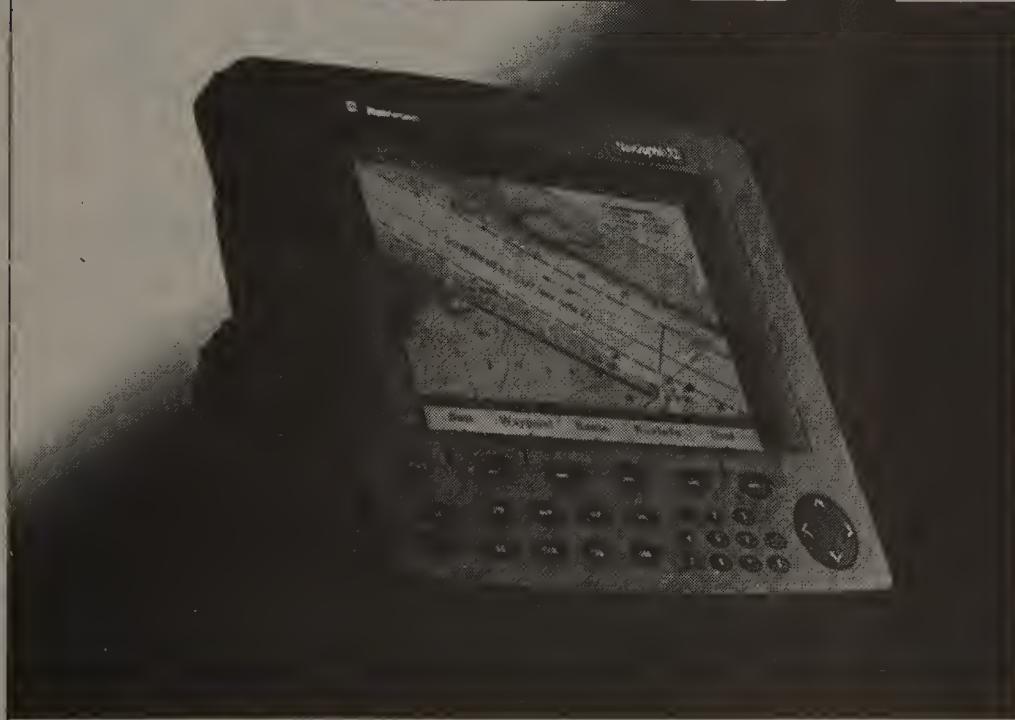
As for the shootings in which two Mexicans were killed, neither party disputes there were bodies. But at last report, they were never found.

## ↓↑EVERY TIME I WATCHED THE NEWS I COULD SEE MY BOAT ON A REEF

On page 98 of the September issue you had a small article, *Waiting for the Bus*, that mentioned the 46-foot boat *Good Fortune*. I found this article quite interesting because I am a former owner of this vessel. My name is Robert Rupnow, and I live in Honolulu. I'm a computer educator and part-time captain for a sailing club with the 48-foot Nicole-designed trimaran *Free Spirit*.

I purchased the *Good Fortune* in 1980 from a Dr. Kenneth Grant in Kailua, Kona. I cruised the Hawaiian island chain with her from 1980 until she was sold in 1983.

A friend called me in 1987 to tell me he saw *Good Fortune* at a brokerage in Sausalito. It was being sold because of a bank repossession. When I read your article about the wild events that happened to the new owner, Jeff Nielsen, I was amazed but not that



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## LETTERS

surprised. This boat has even more history than was mentioned in the article.

Good Fortune went through hurricane *Iwa* in 1982, although she did not end up in a forest as she did with hurricane *Bob*. She was in Makani Kai Marina in Kaneohe Bay, tied to the dock and surrounding boats with massive amounts of line when *Iwa* hit. When it was all over, the boats were all safe but the dock was completely destroyed.

After I sold the boat to an inexperienced sailor, Good Fortune was again in the news. In 1985 the new owner mistook the entrance to Keehi Lagoon for the entrance to Pearl Harbor, and was soon shocked to discover he'd gone way up on the reef at the entrance to the lagoon. It took a massive combined effort of a marine salvage company with assistance from the Coast Guard to remove Good Fortune from the reef with only superficial damage.

While on the reef, the Channel 4 News helicopter flew over and took video segments of the incident. For the next year they used this clip to introduce their "Action 4" news program. So every time I watched the news, I could see my former boat on the reef.

One last interesting item. When I bought the boat, she was named *Eukal*. The previous owner told me her original name was Good Fortune. When I asked why he changed the name, he told me his former partner had. I asked what became of the former partner, whom I hadn't heard about until then. "The last time we saw him," the guy told me, "was on the way between San Diego and Honolulu when he told us he was going to throw the trash off the stern. We looked for him for three days, but never could find him."

Being a little superstitious, as most long time sailors become, I changed the name back with a formal blessing, ceremony, and coin under the mast. This was not done when the name had been changed before, so I figured I'd better do it right. I didn't want to end up like the guy who went to dump the trash off the stern. After I renamed the boat, we had nothing but Good Fortune and fair winds.

If Jeff Nielsen wants more information about the boat, he can call me at (808) 247-5708.

Robert Rupnow  
Honolulu

### IS THERE A LABOR MARKET OUT THERE?

Can you please send me a list of businesses/companies that hire captains for charter boats?

I am currently going through vocational rehabilitation and want to go to a technical trade school to get my captain's license. In order for vocational rehabilitation to approve me going to school for this, they need to know there's a labor market out there for captains.

Please help me in any way you can. Who can they call for verification? Looking forward to your immediate reply.

Barbara Cowart  
Carmichael

Barbara — Being the captain of a charter boat is, as they say, 'good work if you can get it'. There are many more qualified candidates than there are jobs.

And for your own protection, you need to know that a Coast Guard captain's license isn't worth the paper it's written on in terms of getting a job. As noted elsewhere in this issue, such licenses aren't indicative of any on the water skills or competence. Experience is everything when it comes to getting a job as a charter captain.

### MORE IMPORTANTLY, WHY?

With the election, such as it is, just around the corner, North Bay boaters — known to some political candidates as 'Bay fill' operators — will have an opportunity to tell the BCDC where to get off.

Marin County Supervisor Al Aramburu, who is running for the State Assembly, includes being a Commissioner of the BCDC as part of his experience. I wrote him to tell him not so much that I would not be voting for him, but importantly, why I wouldn't be voting for him.

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# WITHOUT THE RIGHT SAILS... LETTERS



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Pat Brown

Maybe if we hit the politicians where it hurts, at the ballot box, they may start to realize the fatal attraction of the BCDC.

David Langerman

Other Woman, Ericson 23 Mk I  
Vallejo

Readers — Most of you probably already know that the arrogant BCDC has jurisdiction over boats on the absurd basis that boats are 'Bay fill'.

### ↓↑NEW MEANING TO THE ULDB ANAGRAM

As the enclosed item suggests, *Latitude* was right when you said that the clowns who put the axe to the Navstar GPS satellite would get off virtually scot-free. But as you can read, our local paper is claiming both of the latter-day Paul Bunyans as Santa Cruz locals.

This gives new meaning to the 'ULDB' anagram, where this time the 'B' stands for 'brains' rather than 'boat'.

The fact that there was a rally in their support gives new meaning to Santa Cruz as the *Mushhead Capital* — even though it is also the home of many outstanding sailors.

Dan Garr  
Santa Cruz

Readers — According to the item Garr enclosed, "Two Santa Cruz peace activists recently received jail sentences for smashing a U.S. space satellite in Southern California last April. Peter Lumsdaine was sentenced to 24 months in federal prison. Keith Kjoller received an 18-month sentence. The two men had pleaded guilty in exchange for the shorter sentences. They could have received up to 10 years in prison each."

Lumsdaine and Kjoller attacked the GPS satellite by mistake, having intended to destroy one with greater military significance.

### ↓↑THE RIGHT TIME IS . . . NOW!

This past spring, my wife Nancy and I bought a '30-year postponed gratification', a *Tartan 33*. We christened her *Nangør*. We tell everyone it's the Norse name for the Goddess of the Sea, but in truth, we just made name up. If *Hägen-Dazs* can do it, then so can we!

We had a classy change of command and christening ceremony at Treasure Island Marina on April 5 of this year. The previous owner, Stan Masterson, who has become a good friend, participated as well.

One week after the christening, I learned I had cancer and had to undergo major surgery. Needless to say, *Nangør* has helped a lot in my recuperation.

Am I glad we bought the boat? You bet! My advice to anyone who wants a boat and is putting it off until the 'right time' — is do it now!! Life is wonderful and exciting — but very fragile and uncertain.

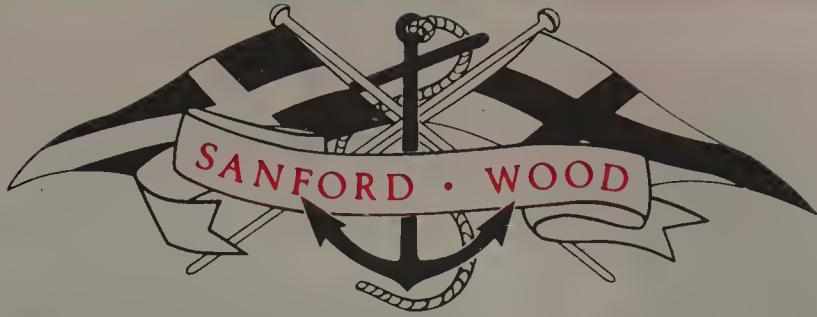
C. Gordon Strom  
Captain, Medical Corps, U.S. Navy, Naval Hospital, Oakland

C. Gordon — Having things to live for is said to be a powerful aid in recovering from a serious illness. We hope your *Tartan* serves just that purpose.

### ↓↑SPECIAL THANKS TO THE CORINTHIAN

The 25th Triton National Regatta was recently hosted by the Corinthian YC in Tiburon, which did an outstanding job both on and off the water. While the Triton fleet is not as large and thus doesn't carry the clout it once did, we still have a strong one-design racing tradition in the Bay. We want to express our gratitude to the Corinthian YC for extending us the courtesy and respect deserving of any fleet.

Special thanks to Rear Commodore and Race Committee Chairman Jim Snow for excellent race committee work, especially for the clear communications and the well-managed crew and boat rotations.



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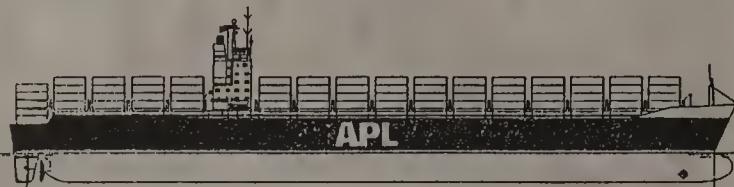
## LETTERS

The Corinthian is truly a sailor's club.

Tom Newton  
Regatta Chairman  
Skipper, Captain Hooke, Triton #259

### ↓↑TO ADD FUEL TO THE FIRE

Just briefly, and to add fuel to the fire, I've enclosed a drawing of a 'ship'. Two masts, one stay (fore), couple' shrouds. No yards.



I think it fits the Oxford Companion definition pretty well, and I'll buy that. Also notice the one increasingly rare feature of this ship: the U.S. flag and familiar homeport, Oakland!

That's my two cents on ships. Now on to important things — like the price of beer in Hong Kong! Finally, American bottoms are better! Ship U.S.I

Colin Dewey, AB  
M/V President Jackson  
Hong Kong

### ↓↑IT IS WITH AMUSEMENT I TAKE MY MAC IN HAND

Re: the *Unmitigated Arrogance* letter by Peter Bailey in the September issue. It is with amusement that I take my Macintosh keyboard in hand — although I now realize that this makes me an inferior creature — to set this self-acknowledged expert a bit straighter.

A ship of the line, in most navies, was a ship qualified to sail in the line of battle, no matter if it was in the line or not. In fact, in the British Navy the complete term was "Line of battle ship", from whence comes battleship.

In the British Admiralty order that first brought organization to sea warfare under sail in 1659, and defined the line of battle, the Lords of the Admiralty also established the ratings of men-of-war: a first rate had over 90 guns, a second rate had over 80, a third rate had over 50. Only ships of these rates were considered strong enough to sail in line of battle. There were, however, fourth rates (38), fifth rates (18) and sixth rates (6).

By the way, British frigates of the 18th and 19th centuries generally had no more than 44 guns, and were not line of battle ships. The US Frigate *Constitution*, however, although advertised as 44 guns, really carried about 54 and would probably have been a ship of the line in the British doctrine. More about her below.

All these ships of the line were sailing ships. What is the unmitigated arrogance of calling one a sailing ship of line, Mr. Bailey? Sacrilege, eh?

The classic sailing ship had nine yards, says Mr. Bailey. I'm looking at the U.S. Naval Institute sail plan of *Constitution*, which just might be considered a classic sailing ship, ship-rigged. Good night, there are 14 yards, not counting the studding sail (stun's'l) yards, which would add 10 more when all rigged. Nelson's *Victory*, at Trafalgar in 1805, shows 10 yards, and she was built almost 50 years before *Constitution*. The USS *General Pike*, a three-masted ship-rigged corvette of 28 guns, launched 1813, carried 15 yards, plus stun's'l yards. She had skysails on all three masts. One might also look at the clippers, built from 1833 on. Almost all of the clippers were ships built of wood, and virtually all carried many more than nine yards, spreading royals, skysails, stun's'l's and even moonrakers when conditions warranted.

Barkentines, brigantines, hermaphrodite brigs (gotcha), and schooners were built in those configurations, Mr. Bailey, primarily for

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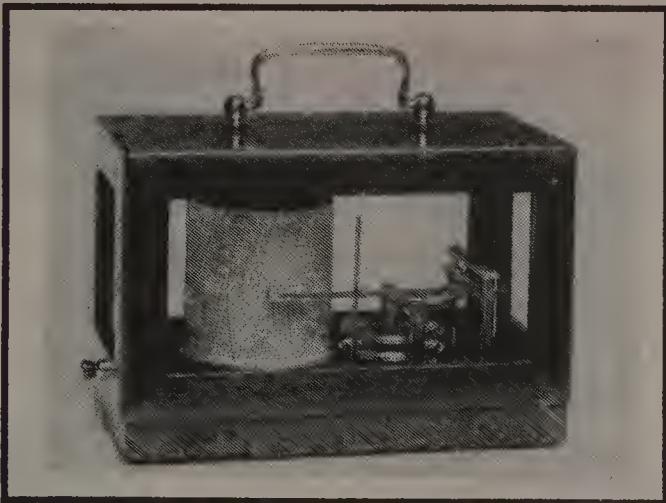


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## LETTERS

service where they had to do lots of upwind sailing, not just to save money. Ship-rigged vessels don't do well upwind.

Some of us get many years of experience, but others get many years of experiencing one year over and over again — and thus don't learn a helluvalot.

Now, I guess I'll update some of our financial spreadsheets on our Mac. That's how I can afford to own a nice little Tupperware sailing boat with a tin mast.

Hank Cohan  
Tyche, sloop

### GOOD YEARS AND BAD YEARS?

I would like to know more about the Santa Cruz 27. Have there been good years and bad years for construction? If so, what are they? Have they been successfully singlehanded? Is it capable of an ocean crossing, such as the Pacific Cup? How about the long trip home?

I was crew on an old Tahiti ketch in Hawaii that had an engine which could only be hand-started. The trick was to maintain full crank speed as the valves were closed and until the engine fired up. If you relaxed just the least bit as you closed the valves, it would not start or even kick back and run backwards.

George Hale

259 Starboard Dr., Vallejo, CA 94590. (707) 554-1179

George — As for 'good years' and 'bad years', boats aren't built in model years the way cars are — or were. While there were slight modifications made during the production life of the Santa Cruz 27 — slightly heavier keels after the first few, greater mast support, fiberglass rather than stainless rudder posts — the boats are considered to have been excellently built.

While rather low to the water, Santa Cruz 27s are fully capable of making a trip to Hawaii. Norton Smith won the first Singlehanded TransPac in 1978 with the Santa Cruz 27 Solitaire. In the process he established an elapsed time record that stood for many years.

David Hodges, who recently started Santa Cruz Sails, has had a wealth of experience and success racing Moore 24s, Santa Cruz 27s, Express 27s and Olson 30s in the ocean. Of the four, Hodges thinks the Santa Cruz makes the best shorthanded boat because "the keel is proportionately bigger and thus the boat doesn't go sideways as much". He recalled a shorthanded Farallones Race in which the Express 27 he was sailing got clobbered by a Santa Cruz 27 because the higher freeboard and smaller keel of the Express caused it to go sideways on the beat to the island.

Of course, that was racing to weather, not downwind to Hawaii. If he had to pick one of the four above boats for a race to Hawaii, Hodges said: "I'd take a Moore 24 if it were a windy year because it's the easiest to control in strong wind. If it was a light year, I'd take a Santa Cruz 27 because it has a longer waterline and big spinnakers — very big spinnakers."

Like anyone who has sailed any of these four superb boats to Hawaii, Hodges was quick to point out that the only way to get them back to California is by barge.

### HONEYMOON COVE

Is the anchorage pictured on page 123 of the September issue Honeymoon Cove just outside Puerto Escondido in the Sea of Cortez? That's been one of our very favorite anchorages in our charter adventures with The Moorings down there.

When our Latitude 38 comes in the mail, it is a rush between myself and my husband as to who will get to read it first.

Carol Snow  
San Juan Bautista

Carol — The photo was indeed of Honeymoon Cove. When Latitude's Freya 39 was kicking around Mexico in the early '80s, it was one of our favorite spots because you could get there so quickly.

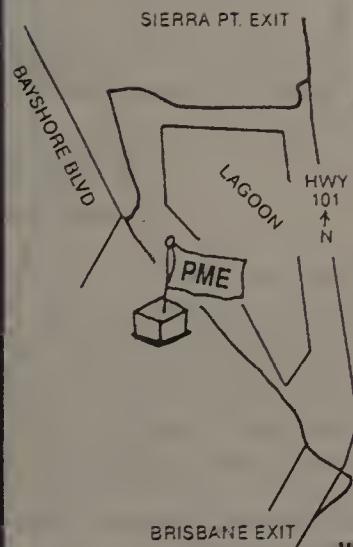
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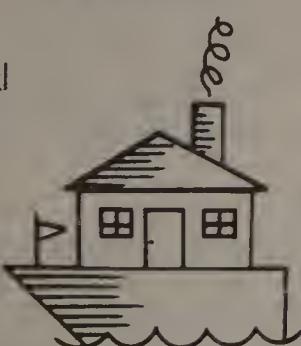
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## LETTERS

Hour and forty-five minutes to fly to Loreto, half an hour taxi ride to the harbor at Puerto Escondido, and another half hour until the hook was down in Honeymoon. You could literally have breakfast in foggy San Francisco and lunch that same afternoon roasting aboard in the clear, warm water of Honeymoon Cove.

### ↓↑ASK ANY SAILOR

In the July issue you wrote: "Like Ocean Mermaid and Calculus, she is on her second circumnavigation. By happenstance rather than plan, both of them were/are east to west, which is the 'wrong way'."

How in the hell could you get this wrong? East to west is not only the correct way, it's the only way.

I suggest you maybe talk to Jimmy Cornell. Ask him which way Europa '92 went. In fact, ask any sailor whose been out of the Bay at least once.

P.S. I've been around twice myself.

D.W. Burke  
San Diego

D.W. — The 'right way' depends on your latitude.

One-hundred-and-twenty men and women, ages 22 to 62, experienced and not, left Gosport, England on September 26 on ten identical steel sloops. Despite having paid \$30,000 each for the privilege, their intention was a 28,000-mile circumnavigation, east to west, via Cape Horn, Tasmania and the Cape of Good Hope. What makes the event, the British Steel Challenge, so interesting is that the east-to west route is 'the wrong way' if you like to sail off the wind. Indeed, these hearty souls will be sailing west against the Roaring Forties for much of the race.

Okay, okay, while all the above is true, it's also a bullshit excuse. Most people sail 40° further north, where sailing east to west means the wind, indeed, is mostly at your back.

How could we make such a mistake? Quite easily. We were in the Southern Hemisphere when we wrote it, so when we looked 'up', east was west and west was east — and we understandably got confused.

### ↓↑TIME WELL SPENT

I attended your October 7, 1992 Mexico Crew List Party.

By circulating, I met several sailing people and enjoyed talking about their past sailing experiences and plans for the future. All in all, I enjoyed myself. Although I did not make a 'Mexico connection', I think it was time well spent.

The Sausalito Yacht Club was a great location for the party and the buffet was nice.

Jack Spencer  
Oakland

### ↓↑PRETTY CLOSE RACING, DON'T YOU THINK?

We raced our dark-hulled J/44 Phantom in the 1992 St. Francis Big Boat Series. Phantom, Witchdoctor and Concorde were owner-driven throughout the regatta. We thought it was a very exciting series of one design races. Boats in our class often went from last place to first place during a single race. Four of the five J/44s finished first in at least one of the six races. The mark roundings were close, often with three boats overlapped. In one race, a one second margin separated first and second place, and the third place boat was just 10 seconds back.

Your October Big Boat Series article concluded that the J/44 class "rapidly sorted itself into a dogfight between the two white boats, Gotcha and Marilyn". Perhaps this conclusion resulted from using new math. Using old math, at the end of the first four races both Gotcha and Marilyn had 10.75 points, Phantom had 11.0 points and Witchdoctor had 11.75 points. Pretty close racing, don't you think?

The 1993 North American J/44 championship regatta will probably be held in conjunction with next year's Big Boat Series. I hope that the J/44 racing next year is as exciting and the result as

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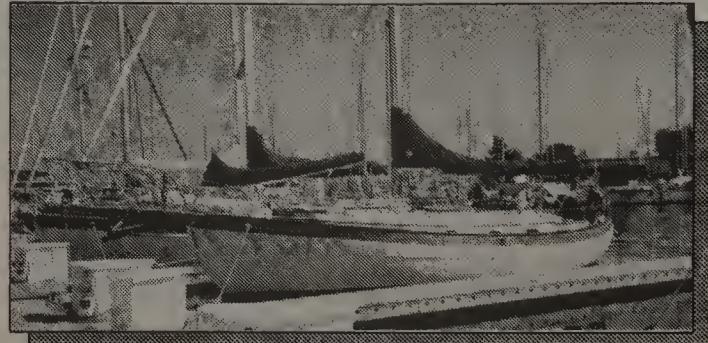
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## LETTERS

close as they were this year. The J/44 is a comfortable boat for cruising, but also affords performance and, in one design racing, a lot of excitement.

Jack K. Clapper  
Mill Valley

### ↓↑OUR REALLY DUMB MISTAKE

While others may disagree, I certainly enjoyed your newest feature: Find-Our-Really-Dumb-Mistake.

I did, on page 68 amongst your Golden Rules. To paraphrase, 'out of my way, I'm on the windward tack!'

Unfortunately, nowhere in the magazine could I find how you plan to pick the winner of your contest. Is it the first letter or phone call? Whoever laughs the loudest? Or simply who has the furthest from "sailing experience of about 70 years"?

What about prizes? I suggest a GPS for 1st. I've enclosed my address in case I win. And maybe the rest of the finders can get the famous '3N' award, also known as the 'nanner-nanner-nanner'.

Gregg Lipanovich  
Walnut Creek

Gregg — Obviously, you weren't paying close enough attention if you were one of those who missed our 'east-to-west-is-the-wrong-way-around-the-world' blunder.

### ↓↑ORDM — PART II

After a faux pas like your rules-of-the-road advice on page 68 of the October issue, your prohibition against publishing poetry should be relaxed.

Deep lies the editor of *Latitude 38*  
His grammar was lousy  
and spelling not great  
He was burdened to leeward  
confused and misspoke  
soon a collision sank him  
Right-of-way is no joke!

P.S. You're in good company. The 56th Edition of *Chapman Piloting Seamanship and Small Boat Handling* has port and starboard tack confused on page 174.

Rob Britton  
San Diego

### ↓↑ORDM — PART III

You guys are just like me — you make an occasional error. Perhaps you'd like to reconsider the "windward has right-of-way over leeward" claim you made in the October issue.

Bill Schmidt  
Seattle

Bill — If you make an occasional error, we're not like you at all. We make all kinds of errors. See *Sightings* for our recantation on the basic navigation rules.

### ↓↑RECEIVED WITH ENTHUSIASM

Prior to a cruise to Mexico last year, I sent a letter to physicians in the Santa Monica area requesting donations of outdated but functional medical equipment. The response was enough to fill the aft-cabin with boxes which, in Puerto Vallarta, were received with enthusiasm by a joint Mexican/U.S./Canadian group: *El Club International de La Amistad de Puerto Vallarta* (International Friendship Club).

The club contact, a delightful Norte Americano by the name of Ted Pentecost, visited with us and described an impressive array of service projects the club has brought to fruition over more than ten years. He also noted their other pressing needs, including clothing — especially children's.



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## LETTERS

# Gone Again



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Cruisers headed that way may wish to give Ted a call to see what else is needed. His phone is 011-52-322-3-01-97; his address is Apartado Postal 615, Puerto Vallarta, Jalisco, Mexico.

It is inconvenient to cast off with all those extra boxes aboard, but the good feeling you get when the delivery is made is priceless.

Richard Lewis, M.D.  
Trust  
Santa Monica

Readers — Latitude endorses all such efforts on the part of cruisers to help locals in the areas they cruise. There are several such projects in which just a little bit of equipment and a few supplies go a long, long way to make people's lives better.

### WHO CAN TEACH?

An avid Bay sailor for 12 years, I've heard different opinions as to who can teaching sailing on San Francisco Bay.

Having taken a few lessons a number of years ago, I never did find out if sailing instructors on the Bay need to have a Coast Guard license, American Sailing Association certification or some other kind of certification.

Not that I'm in a position to teach right now, but I would like to know what it takes from the standpoint of regulation and licensing on San Francisco Bay.

Thomas A. Kowalski  
San Francisco

Thomas — Anthony Sandberg of Olympic Circle Sailing Club in Berkeley advises that anyone is allowed to teach sailing 1) at no charge, or 2) in dinghies that don't have engines. If you're going to teach for money on a sailboat with an engine, you do need to have at least a Coast Guard 'Six-Pak' license.

Having such a license, however, doesn't mean you know anything at all about sailing — and is a perfect example of why almost all Coast Guard regulations that pertain to recreational sailing and chartering should be rewritten from scratch. Sandberg reports approximately 50% of potential charterers who come to Olympic Circle with Six Pak licenses fail their competency test. And this is not the test for teaching, but just for chartering a boat for the afternoon. We expect the percentage would be the same at other schools.

The American Sailing Association is a for-profit private company that, in the opinion of Sandberg, offers some benefits for both students and sailing schools. ASA certification is not a requirement to teach sailing.

### WELL FOUNDED BOATS COME IN ALL SIZES AND SHAPES

Base canard. Neither text nor pictures in *Trying To Reason With Hurricane Season* present enough data to warrant the conclusion that multihulls don't survive hurricanes very well. Being light instead of leaden, they suffer different problems and different damage from that experienced by multihulls.

Our Cross 40 trimaran *Anduril*, for example, came through *Kate* (Caribbean, 1985) and *Dovi* (South Pacific, 1988) quite well, thank you, suffering a broken port in *Kate* and a minor stress fracture in *Dovi*. Of course, she was at sea both times, so she wasn't in danger of being run over or into by another boat, piece of dock, etc.

Well-founded boats come in all sizes and shapes — including multihulled. Avoiding danger is still the best way of surviving it. Seamanship counts.

And shit happens.

Joanne Sandstrom  
Berkeley

Joanne — There was no attempt in the article to present an iron-clad case that multihulls 'don't survive hurricanes very well' — or to

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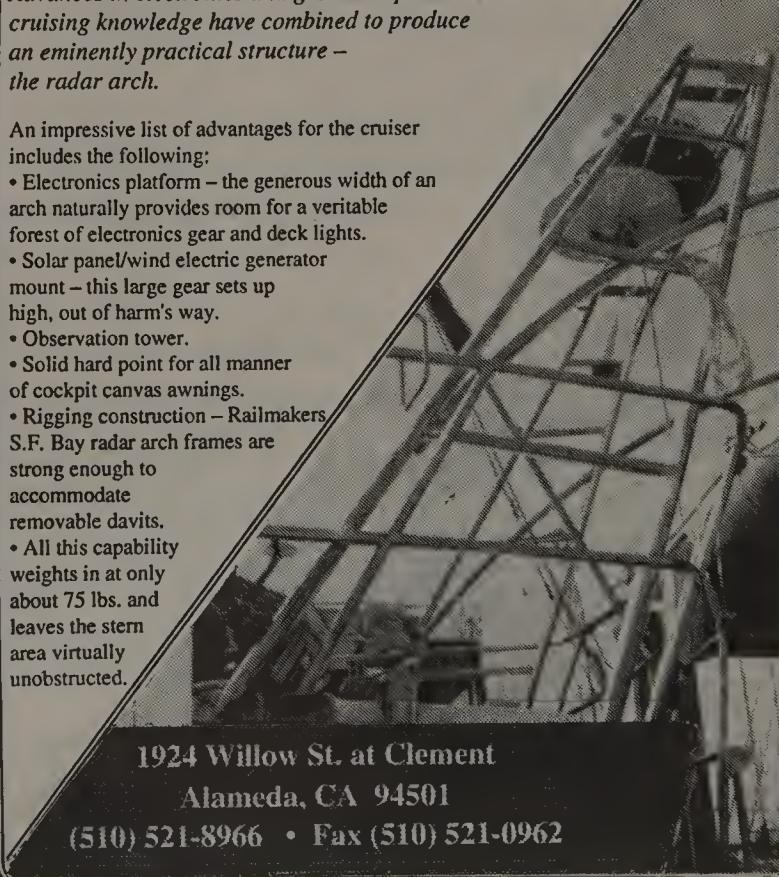


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## Boat Owner Entry Form

Boat Name \_\_\_\_\_  
Length \_\_\_\_\_  Power  Sail  
Marina/anchorage \_\_\_\_\_ Slip # \_\_\_\_\_  
Contact \_\_\_\_\_ Tel.: (Day) \_\_\_\_\_ (Eve.) \_\_\_\_\_  
Mailing Address \_\_\_\_\_  
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All entries qualify for Sweepstakes and Landlubber's Choice. Complete details and assigned numbers will be sent to you upon receipt of this entry form. Every boat entry will receive an 8" x 10" color photograph and a brass Participant Plaque.

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9. Best Animation
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12. Best Yacht Club Entry
13. Club with most entries
14. Best Commercial Working Vessel (charter, fishing, tugs)
15. Landlubber's Choice Award (chosen by the crowd's ballot)

## LETTERS

suggest they are in any other way inferior to monohulls. We were merely reporting the observations of several eye-witnesses.

### ↓↑JAM INTO CORNERS ALL OVER THE BOAT

I just recently read that you can rid your boat of cockroaches by using boric acid and sugar. Sure it works. But what we rugged, old cruisers — who eat cleats and spit-out cotter pins — use is a mixture of boric acid and sweetened condensed milk. Work the two into a putty ball about the size of a marble and jam it into all the corners of the boat. It's simple, effective and last for over three months.

If you follow this method, your 'new' boat will won't be called a 'roach coach' any longer.

Ward Wright  
West Wind  
Rio Dulce, Guatemala, Central America

Ward — If you're a good shot, you can also kill cockroaches with a .45. The trick is firing the bullets so after they splatter the little bastards, the lead lodges itself in the keel. While this solution is permanent, poor shots are likely to put more holes into the hull than it's worth.

### ↓↑THEY TOOK A CHANCE ON ME

I recently purchased a 27' O'Day from some nice folks, Ken and Harriet Goodman. My credit was a little shaky, but they took a chance on me anyway and now I'm sailing a great boat. They also sponsored me into the Vallejo YC and I am starting to race in the club races.

In my estimation, joining a yacht club is the best way to get involved in the local sailing scene. It offers both an opportunity to learn and participate in all kinds of sailing events.

I'm looking forward to the day when I retire from the Fire Department so I can begin a world cruise — such as so many folks write about in your magazine. This boat I now have and the Bay provide me with the perfect tools and conditions in which to improve my skills.

I read *Latitude* front-to-back every month, and find it a far superior product to the over-priced sailing publications in the local supermarkets which cater more to the rich and famous than the average sailor.

If you guys see a nice looking O'Day 27 out there with a wild-eyed skipper wearing a shit-eatin' grin at the tiller, take a picture cause that's me — and I'd love to see my Cabo Wabo in your magazine.

P.S. I'm new to sailing here in the Bay, and it's great!

Jim Barrow  
Cabo Wabo  
Vacaville

Jim — Thanks for the nice comments.

As for the O'Day and the Bay, you're correct — they're all you need to become a superb sailor.

### ↓↑WE WANT TO BRING A COUPLE OF THE VESSELS UP

I've just finished reading the June issue cover-to-cover; it was my first *Latitude 38* in over a year. The article on the Master Mariners Regatta has sparked a lot of interest down here in New Zealand.

There's a fleet of sailboats known as Mullets which have raced in Auckland every year since the early 1900's. The culmination of the season is the Lipton Cup — as in Sir Thomas Lipton. That's another wonderful story in itself.

My queries are directed to those who will be running the Master Mariners Regatta in 1993. We want to bring a couple of the Mullets up for the '93 regatta, as well as any other appropriate regattas around that time.

As there will be considerable expense in transporting two vessels, the gear and crews, we will be looking for local sponsorship. Is this allowed? That will be the first of many hurdles.

Each entry must be accompanied by a check for \$25, made payable to the Lighted Yacht Parade. Entries must be submitted before Nov. 16, 1992. Mail to: The Lighted Yacht Parade, c/o The Harbor Master, 54 Jack London Square, Oakland, CA 94607 / (510) 834-4591

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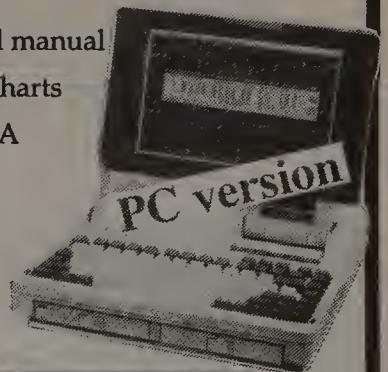
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## LETTERS

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BOAT NAME \_\_\_\_\_

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616 W. Cutting Blvd., Richmond, CA 94804  
or call Mike at  
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If you could send a fact sheet about the regatta, a name contact, phone number and address, we'd appreciate it. The address is: Ponsonby Cruising Club, P.O. Box 47010, Ponsonby, Auckland, New Zealand.

Don Mollett  
S/V Softwind  
Santa Barbara, 1983

Don — We're certain the Master Mariner's folks, who would be delighted to have you come up a hemisphere and join the fun, will be contacting you. They can also give you the addresses of the other 'ancient mariner' groups who might be interested in helping you get sponsorship.

↓↑THE FUN QUOTIENT IS ABOUT TO INCREASE A NOTCH

Thanks to *Latitude's* October Racing Sheet suggestion regarding the Annual Commodore's Cup Challenge Race in Southern California, the fun quotient is about to increase a notch up here in Northern California.

Encinal YC hereby challenges all 1993 commodores of PICYA yacht clubs to race in the First Annual Commodore's Challenge Cup to be sailed on San Francisco Bay next April. The Challenge requires that the current commodore of the PICYA club must drive the boat and that all the crewmembers must be from the respective club.

I can assure each PICYA clubs that our Commodore-elect, John Hughes, is "race ready and looking forward to leading all the other commodores around the race course.

Formal Challenge letters will be mailed to all commodores in January of 1993 to coincide with the installation of new officers.

In addition to *Latitude's* inspiration, we thank Chuck Pierce of Dana Point YC for sharing the rich history of their successful event with us.

Al Burrow, Commodore  
Encinal YC

↓↑A NEW UNIT, NOT JUST THE PARTS

A word of thanks and appreciation to the folks at West Marine — led in this case by 'Denns' at the 1-800-number (that's all I know him by) — for quickly and pleasantly replacing my Autohelm 2000 autopilot. The unit had failed after a year of heavy use coming down the West Coast and cruising the Sea of Cortez.

Because we had visitors coming to Puerto Vallarta, we asked West Marine if the visitors could bring down the needed parts and return the old ones under warranty upon their return. Not only did West Marine agree to this unorthodox approach, but imagine my surprise and delight when our visitors showed up with not just parts, but a complete new unit!

Given the very tight schedule they had to work with and shipping difficulties involved, I was very impressed. Thank you, Dennis and West Marine!

W. Robinson  
West Vancouver / Costa Rica

↓↑IT WAS SEVERAL YEARS BEFORE I DISCOVERED THE SECRET

I have a 14-year old Volvo MD11C 23 hp diesel on my C&C 36 that I can still hand-start. But I owned the boat for several years before I discovered the secret of starting it by hand — and of starting it electrically in two or three seconds of cranking rather than 10 to 15 seconds.

The manual refers to a brass 'cold start' button located on top of the injection pump; this is to be depressed prior to starting. But what the manual omits to tell you is that the throttle must be advanced far enough — about 3/4 full on my engine — to permit the detent on the cold start button to hold it in the down position.

Hand-starting does, as noted in previous letters, require

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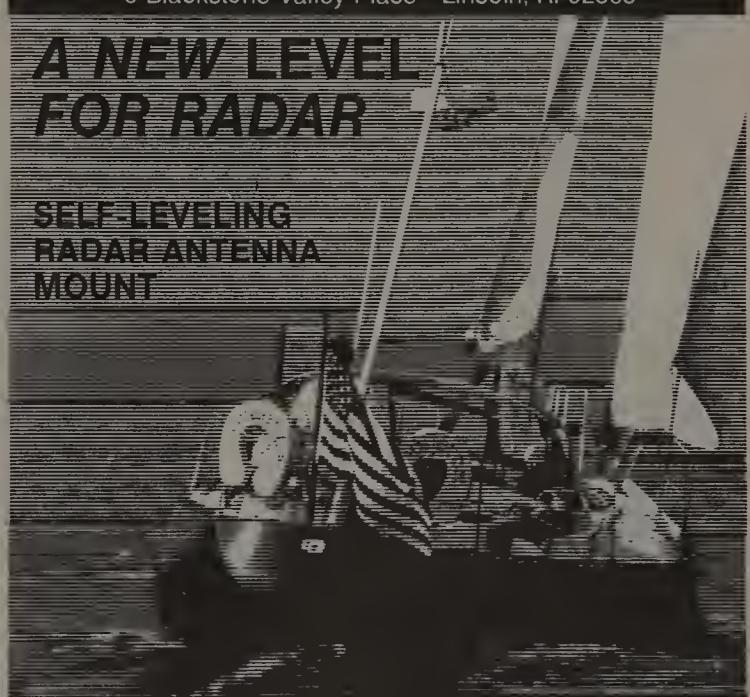
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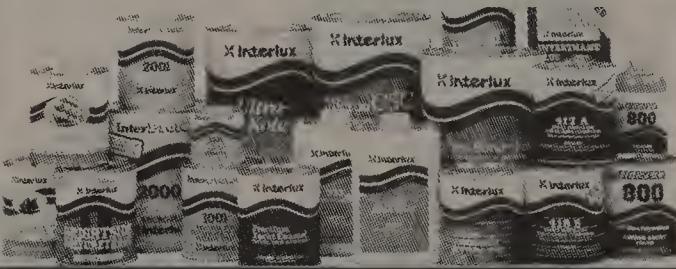


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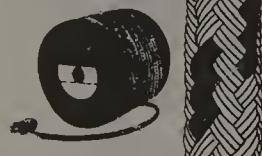


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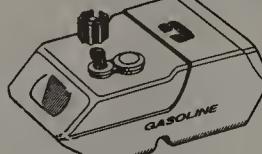
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## LETTERS

compression relief levers to be opened while cranking. One can only be thrown closed when you get up adequate speed. A second person is a decided advantage.

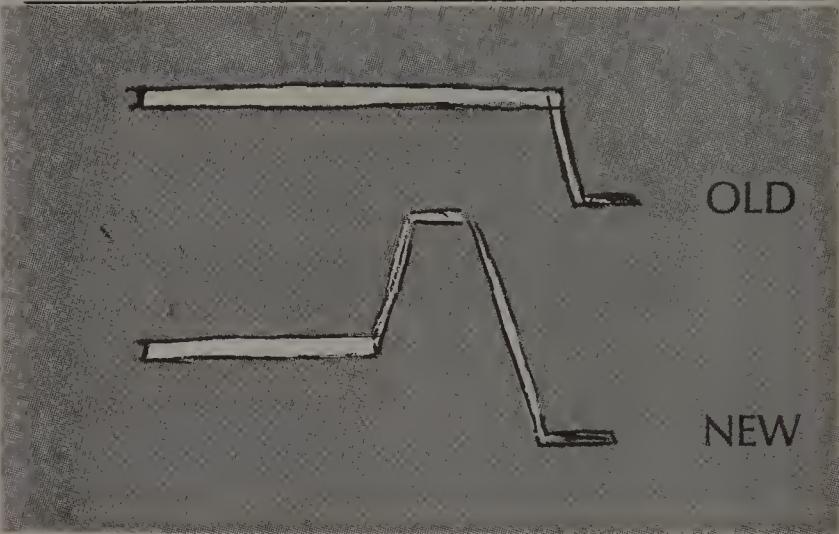
The 'cold start' button is a feature I wish all small to medium-size diesels had. Alas, they don't.

Dave Few  
*Chablis III*  
Burlingame

#### ↓↑ I REBUILT HIS CRANK

More fuel for the 'hand start your diesel' fire.

The crank handle may also effect how hard or easy it is to start a diesel engine. My friend has a Yanmar on a Nor'Sea 27. I rebuilt his crank as follows:



I basically made it into a rowboat coffee-grinder.

P.S. — It worked the first time!

Devan Mullins  
Stockton

#### ↓↑ ALL DIESELS SHOULD BE OPERATED UNDER LOAD

Being in the business of filtering, cleaning and polishing marine diesel fuel, I found the comments by Mr. Wilson in your August issue to be very helpful. In particular, his statement that operating a diesel engine at light loads can cause glazed cylinders. As Wilson pointed out, glazed cylinders lead to difficult starting, blow-by, and oil contamination with carbon and semi-burnt fuel. All these result in premature engine wear and eventual failure.

The primary reason most boaters contract for our diesel fuel filtering service is dirty fuel that 'blinds' out the engine fuel filters, causing fuel starvation and engine failure. Consequently, the operator is required to change filters and bleed the engine before the engine will restart.

It is true that most fuel filters are clogged by algae, dirt, rust and foreign particulate. However, every single time we'd polished diesel fuel, we've found evidence of carbon and semi-burnt fuel permeating our 1, 3 and 5 micron pre-filter bags. We second Wilson's advice that all diesel engines should be operated under load. Also avoid 'jack-rabbit' starts and run the engine at the dock, in gear and under load, until the engine reaches normal operating temperature.

Protect your engine because it means big bucks!

Bob Sherman  
Diesel Fuel Filtering  
Alameda

Bob — That's great advice. The problem is that many marinas have contracts that stipulate boatowners may not run their engines in gear at the dock. We suppose nobody will get too upset if it's done discreetly and at light loads.

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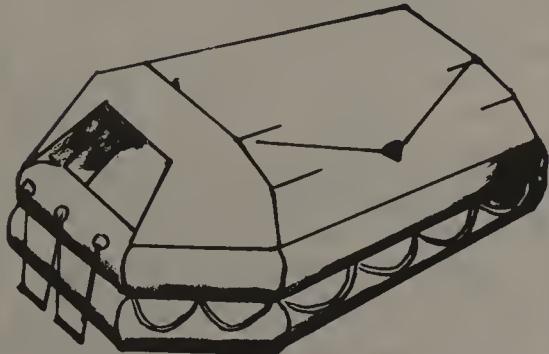
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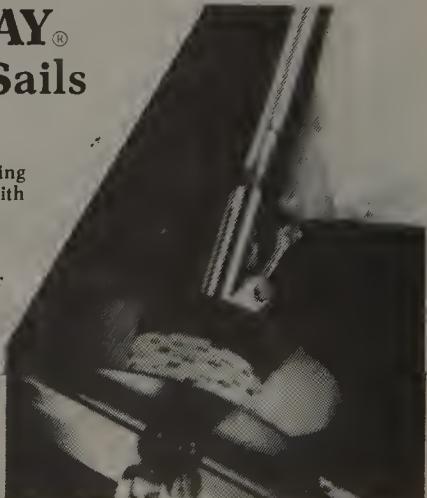
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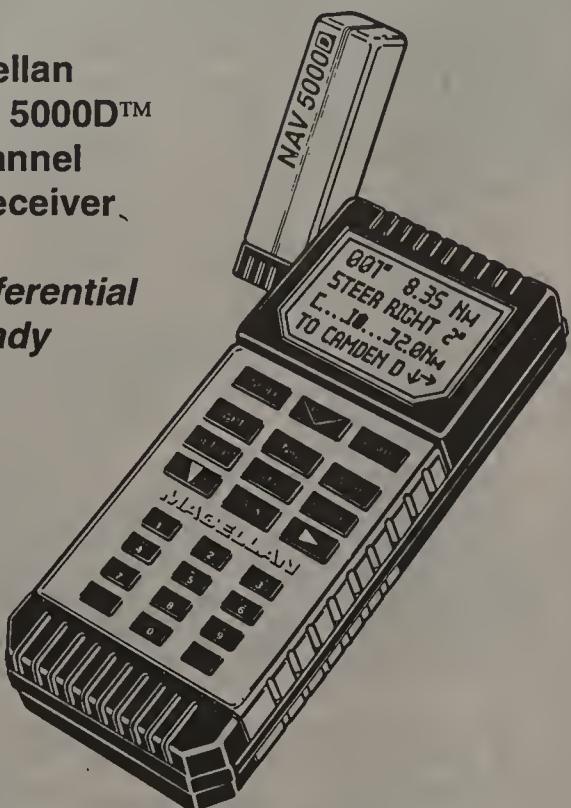
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## LETTERS

### ↑↑THE SIMPLICITY OF THE CONCEPT IS REFRESHING

I've followed with amusement the various self-deluded paths readers have suggested regarding hand-starting diesels. They're all feeble attempts to untie the *Gordian Knot*, to free this *Sword in the Stone*.

And they are all doomed to failure from the beginning because they are all based on a foolish premise: that the Diesel Engine can be started by heroic physical effort. The pitifully few times someone has succeeded in starting a diesel without his heart exploding or his "eyes getting really big" only serves to strengthen the myth.

But then finally a new approach surfaced, quietly and without fanfare, in the August Letters; an approach based on harnessing spiritual power and kinetic energy as formulated by an unidentified True Master and Diesel Guru. The simplicity of the approach was refreshing, yet it could be used in conjunction with oils, ethers and micro-second timing by the spiritually weak.

In essence, the approach is: Do not attempt to start a diesel unless you know it's going to start.

Finally, a breakthrough! This sage advice should be printed on a brass plate and affixed to every diesel engine in a spot clearly conspicuous to the cranker or owner, whoever is spiritually and/or kinetically stronger. Perhaps Peter Nicolle can further identify this master. I think it would be worth a weekend retreat in Big Sur.

As for Volvo's shamelessly fraudulent marketing ploy of even suggesting that their engines can be started by hand, I suspect if you check the small print it says they can be hand-cranked. I doubt they make any claim about anyone actually being able to start one that way.

In any event, one should be very cautious about buying a diesel engine — or car, for that matter — whose name sounds like a female organ. I had a Great Aunt who died of, I believe, cancer of the volvo. Once you have cancer of the volvo you're finished — which is why you'll not find it covered under any health insurance.

Actually, she was not a Great Aunt, but was a good Aunt. We all still miss her.

Gordon Buford  
Chico  
Stuart, Florida

### ↑↑BERTH ANNOUNCEMENT

We are the new owners of Scoop, a custom Wylie 34. Scoop was previously owned by Recreation Publications, publishers of *Bay and Delta Yachtsman*, and has been campaigned by a variety of skippers in a variety of series over the last 10 years.

After we bought her, it seemed like everybody had raced on her and had stories to tell. After awhile, it felt like we'd bought the Bay where!

We're putting together an ambitious racing schedule for Scoop, including the Jack Frost this winter, HDA next summer, and at least one long ocean race. Ultimately, our goal is to resurrect the Wylie 34 one design fleet. There are still enough Wylie 34s on the Bay to accomplish this, and we're willing to do everything needed to make this happen.

If you own a Wylie 34 or are thinking about buying one, we need to hear from you. Call us at (408) 944-0562 or write us at 440 Navaro Place, #109, San Jose, CA 95134. Or, simply drop by Gate 8, Slip A-6 at Marina Village in Alameda.

P.S. For those interested, there were several Wylie 34s listed for sail in the *Classy Classified* section of last month's *Latitude*.

Phyllis Croswright and Mike Clarke  
San Jose

### ↑↑SECOND BEST

My nominations for the "Second Greatest Sailing Story" are:

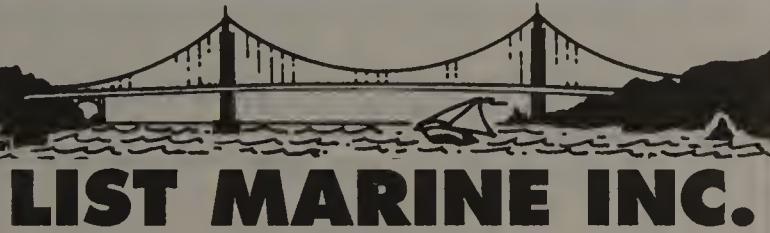
1. *Men Against the Sea*, Nordhoff & Hall

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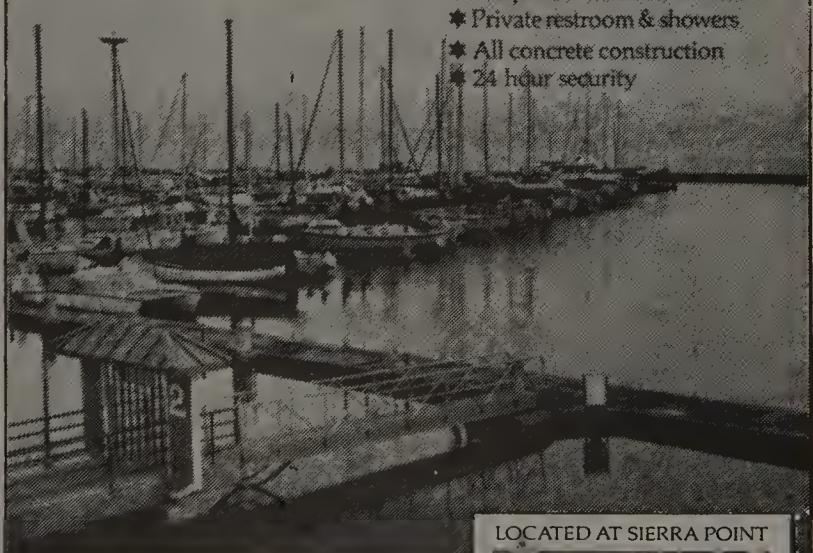
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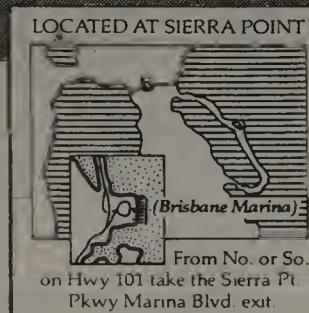
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# LETTERS

2. Voyage of Arthur Gordon Pym, Edgar Allan Poe

3. Voyage, Sterling Hayden

4. Song of the Sirens, Ernest Gann

5. The Death Ship, Bruno Triveni

Secondly, since I haven't read all the *Latitudes*, I don't know who wrote *The Wrecker* that was mentioned in the August issue or where I can get a copy.

Do you plan on publishing a list of "the greatest" and "second greatest" sailing books?

Fred G.  
Piedmont

Fred — We appreciate your nominations.

The *Wrecker* was a children's adventure story written by Robert Louis Stevenson about 100 years ago. It's currently out of print, but if you ask at enough used bookstores you'll eventually find one. Not everyone agrees with the *Wanderer's* evaluation of the book, but then, what do they know?

Yes, we do plan on publishing a 'greatest' list, but veteran readers know we rarely follow our own plans.

### ↓↑ I HAVEN'T DRAGGED SINCE

It is not without some trepidation that I write this letter.

The week before Hugo roared through the U.S. Virgin Islands, my wife Teresa and I chartered a Pearson 31, *Footloose*, out of St. Thomas. We expected to have a wonderful week of sailing, snorkeling, sun, fun and romance associated with this beautiful Caribbean area. However, it was not to be.

After a couple of nights anchored at Chocolate Hole, St. John, we decided to sail to the windward side of the island to check out Caneel Bay — which we'd heard so much about. But with increasing winds and a black front moving toward us, we decided to put into Great Cruz Bay on the leeward side of St. John. We found a good spot and set the Danforth — which the charter company assured us was all we needed to hold us fast. When we asked if the ground tackle and hook were adequate during check-out, we got the same reply as was given to all our questions: "You don't hav' to worry 'bout dat, mon."

About 1900 the wind freshened from the east and the sky blackened further. The Caribbean weather channel we were monitoring said nothing of the tropical depression that was about to descend upon us.

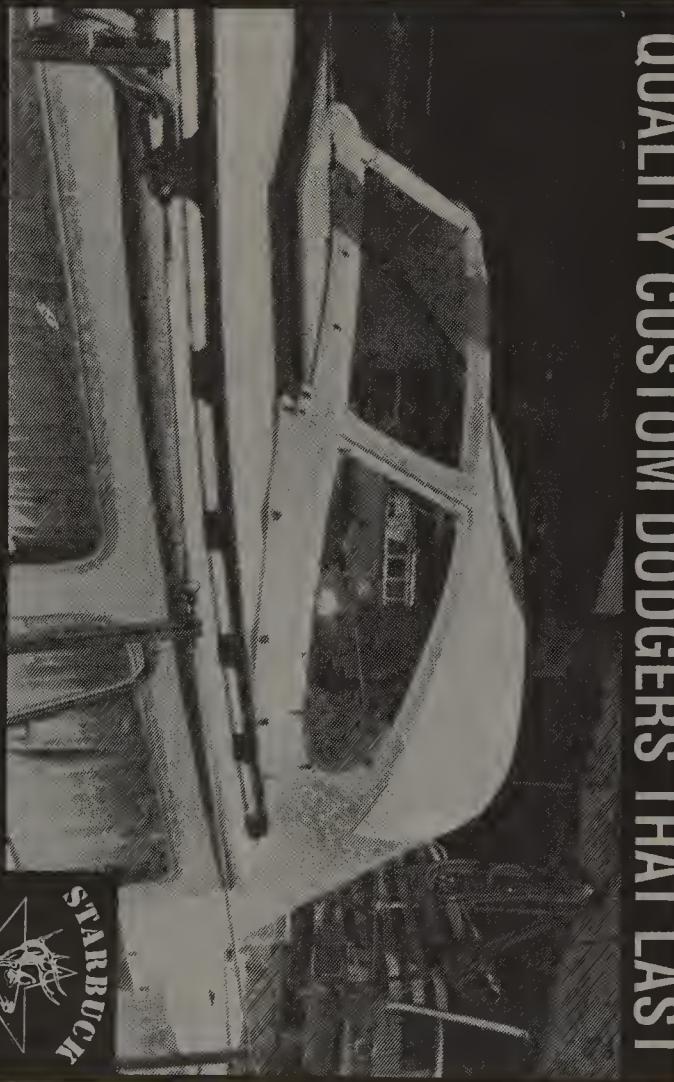
We were both below and I was about to prepare my famous breast of chicken Koren when I felt our boat veer in a strange manner. I scrambled on deck to discover — to my horror — that we were dragging and about to collide with a 55-foot green ketch that had made port about an hour earlier and was secured to her permanent mooring. I shouted to Teresa, and she scrambled on deck and, as if rehearsed, grabbed the helm and started the engine while I fended off. We managed to get away from the ketch, albeit not without some cosmetic damage to their topsides, before setting our 25-lb CQR. The Danforth had gotten tangled with the ketch's mooring cable and we weren't able to retrieve it until the following day. With all the motion, we were fortunate that our respective riggings had not become entwined; that would have been disastrous!

The gale was now blowing at around 40 knots with 50 knot gusts offshore, so we felt fairly secure as both anchors were now holding well. Nonetheless, we stood watch and took shore bearings the rest of the night. At 0400 the next morning the depression waned. Later, after settling with the owners of the green ketch — to hit and run was unthinkable and besides we were insured — we sheepishly left port to sail back to Charlotte Amalie. Our charter wasn't over, but I'd slipped and injured my back during the storm.

The owners of the ketch admonished me for chartering a boat in the Caribbean during the hurricane season. I muttered something to the effect that there were no reported hurricanes forming at that time. Little did we know the "hurricane of the century" would pass through

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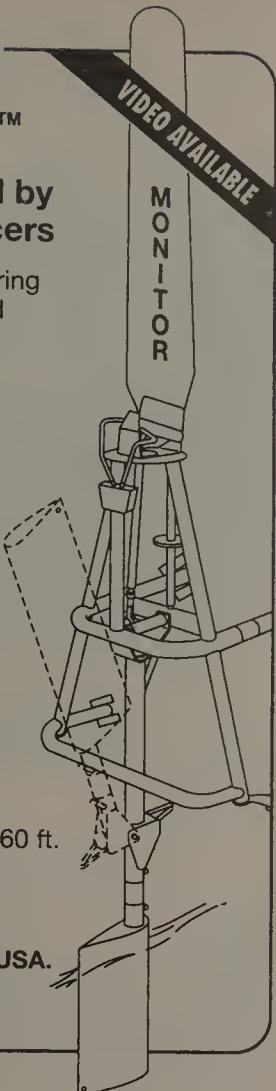
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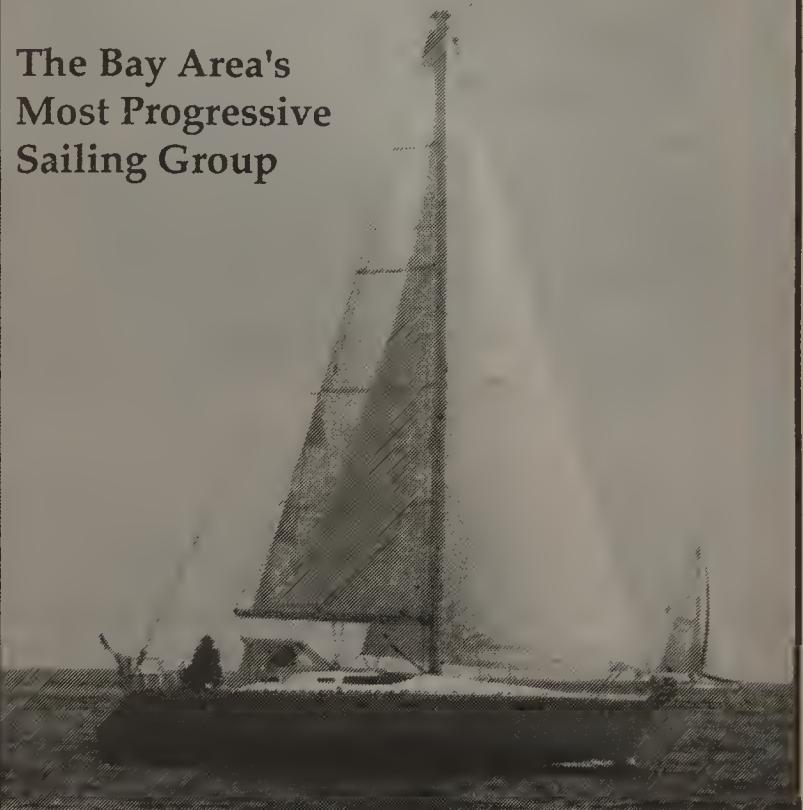
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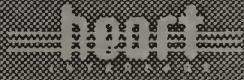
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## LETTERS

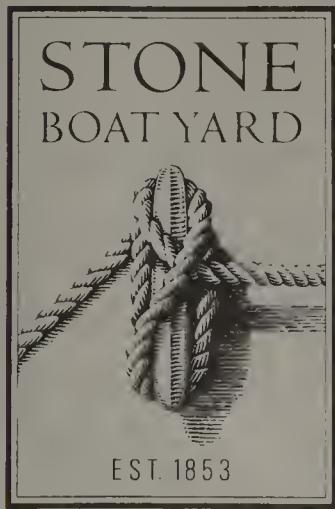
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just a couple of days later.

When I tell this story to fellow sailors — some of whom are seasoned salts — they invariably sneer: "I've never dragged!" I usually jokingly retort, "How can you drag anchor when you're always tied to the dock?"

Be that as it may, I did learn some valuable lessons from the ordeal:

1. Never put complete trust in the weather reports. Instead, rely upon your own senses. Three hours into the storm, the weather channel still hadn't mentioned the depression.

2. Always check the onboard instruments. The barometer on our boat never budged up or down during the entire ordeal.

3. Like reefing, if you *think* you need more ground tackle, you do.

4. You can never be too rich or thin; likewise, you can never have too much ground tackle down.

So, let he who has not dragged cast the first stone. Come to think of it, I have never dragged since!

P.S. *Footloose* was reportedly lost as the result of *Hugo*, which blew through three days after we left for home. I hope the green ketch fared better.

Ronald Koren  
Votoroy 32, Hansa  
Long Beach

Ronald — *Don't take this the wrong way, but having had a boat on the hook for most of the last five years in the Caribbean, we're not sure you learned the most important lessons from "the ordeal". When we set the hook in the Caribbean, the four things we're concerned with are, in order of importance:*

1. *The depth of the water. The Pearson you had probably drew five feet; we'd bet a week's salary that you wouldn't have dragged if you'd anchored in eight feet of water.*

2. *The length of the rode. If it's a little bit of chain and lots of line — as is common on Caribbean bareboats — you want to try for about 7 to 1 scope when the wind is up. More if you've got it.*

3. *The quality of the bottom. Even 7 to 1 might not hold in a good breeze at places like Jost van Dyke where there's just a thin layer of sand over a rock shelf. But if you anchor at a place like Francis Bay and back down really hard, that sucker will hold in even the nastiest of blows.*

4. *If you have an undersized pick, you're going to have trouble. However, most bareboats down there have adequate size anchors.*

*The one thing we've never paid any attention to are weather predictions, no matter if they come via the radio or the barometer. The reason is simple: on even the calmest Caribbean nights you have every reason to expect a 40-knot squall to hoot through. If you anchor every night in preparation of such a blow — it's not much harder than anchoring in anticipation of 25 knots — you can sleep well knowing you won't be caught ill-prepared. Besides, remember that predictions are just that; when you're in charge of a boat, you're more concerned with reality than predictions.*

*The folks on the green ketch who told you not to charter during hurricane season are hypocrites at best. In many respects, the June to November hurricane season is the nicest time to charter in the Caribbean — particularly in the Virgins where at the first sign of a hurricane you can simply return your boat to the base and let the charter company worry about it. Hugo and Gilbert, a couple of really bad-ass hurricanes, have left a lot of sailors with the impression that the Caribbean is besieged by hurricanes. It's not. A typical island in the middle of the hurricane belt gets nailed by a hurricane about once every 10 years. All the odds are in your favor.*

*P.S. Astute readers will note that hurricane Hugo blew through the Caribbean two years ago, and thus the mail is either very slow or it took us a long time to run this. The latter is the case. While the letter is old, the lessons remain true.*



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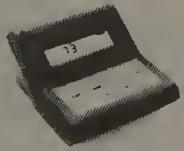
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## NOTICE OF SAILING EXPERIMENT: Crew Overboard Recovery Methods

- **Time:** Saturday 1 PM to 4:30 PM, November 14
- **Location:** On San Francisco Bay – Off Crissy Field
- **Objective:** To test various crew overboard methods including the figure eight, the deep beam reach, the quick-stop and the quick-reach. Diagrams of each are supplies with the "Additional Information".
- **Summary report:** Unedited written comments from all participants will be included in a summary report that will be made available to anyone requesting it.

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- See the July '92 issue of *Cruising World* featuring sailing schools with advanced curriculae.

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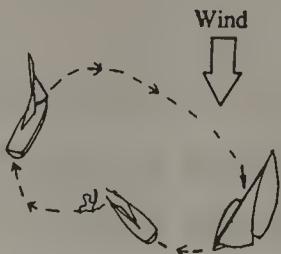
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## LOOSE LIPS

Calling all witnesses.

On the afternoon of Sunday, October 11, a collision occurred between a sailboat and a boat being towed. The crash happened in the vicinity of Angel Island's Point Blunt. Visibility, limited by fog, may have contributed to the accident, in which an Ericson 38 under full sail plowed into a 40-ft motorboat being towed from Oakland to Sausalito. The collision caused a 12-year-old girl aboard the towed boat to fall overboard, and the owner, Brett Davis, to fall and injure his back. According to reports, the sailboat then fled the scene without standing by or offering help. The girl was recovered uninjured by the towing vessel.

This accident is currently under investigation and witnesses are being sought. If you were in the vicinity of Point Blunt on October 11 at about 4:30 p.m. and saw any of what transpired, please contact Bret Davis at Kensington Yachts, (415) 332-1707.

Back to basics.

Back pain been getting you down lately? Could be you're lifting wrong, sitting long hours on a poorly designed chair or . . . windsurfing too much. That's right. According to a *Medical Tribune News Service* story, a couple of Australian doctors recently completed a study which revealed 60 percent of windsurfers aged 14 to 24 reported low back pain. Seems the twisting contortions boardheads go through to get the most from their boards, especially 'pumping' in light airs, puts increased pressure on the spine. The doctors' recommendation: to avoid back discomfort during long hours of windsurfing, use a sea harness, a support device that attaches to the boom and supports the surfer's rear end.

Steps in the right direction.

In late August, the Coast Guard issued an 'interim final rule' that regulates the construction of double-hull oil tankers built after June, 1990. The rule also provides a 25-year phaseout for existing single-hull tankers, both foreign and domestic, operating in U.S. waters. Specifically, the ruling sets a minimum distance between the outer and inner skins on double-hulls, and mandates that an inner hull be retrofitted on older, single-hulled ships by the year 2015 if they are to continue to operate in U.S. waters. Secretary of Transportation Andrew H. Card, Jr. notes that double-hulled vessels alone are expected to reduce U.S. oil spills by more than two million gallons.

Also proposed by the Coasties: That there be two licensed officers on the bridge at all times on a vessel navigating internal U.S. waters; and that all vessels transporting oil in U.S. waters carry their own oil spill removal equipment. All these proposals come under the Oil Pollution Act of 1990, which authorizes the Coast Guard to institute new regulations to curtail oil spills from happening in the first place, and facilitate faster clean-up when they do happen. There are, of course, one to two-month periods for public input before the rulings take effect. If you're that interested in particulars, you can get copies of the Federal Register in which they appear by calling (202) 267-6740 or faxing your request to (202) 267-4624.

Sale Boat of the Month.

Joe Holland became the proud new owner of the 45-ft Rhodes ketch *Sea Free* last month, flying down to purchase the boat in San Diego through MacDonald Yachts. Custom-built in Taiwan in 1967, *Sea Free* is already an oceangoing veteran, having sailed to the States under her original owner, as well as making a brief cruise to Mexico. Holland and his wife plan to live aboard for two years, then embark upon an extended cruise of their own.

America's Cup gossip.

The rumor that Dennis Conner may sail for an Italian syndicate in the next America's Cup seems to be just that — a rumor. In more concrete news, challenges for the May, 1995 match have so far come from France, Spain, Italy (Gardini/Cayard again), Japan, Russia and

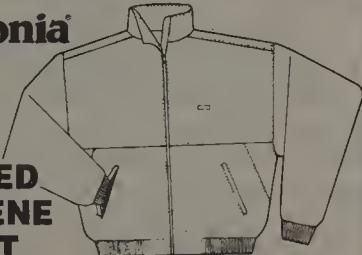
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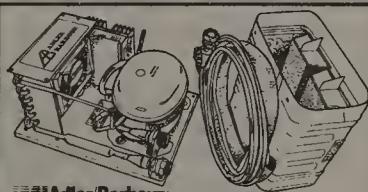
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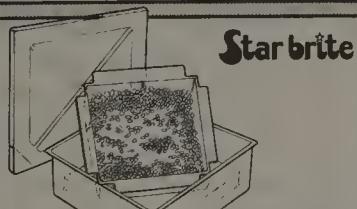
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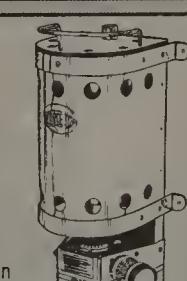
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# LOOSE LIPS

Australia. The latter should be of particular interest since it's a syndicate headed by the 'other' John Bertrand (there's also a famous American John Bertrand). The Aussie Bertrand became the first and only foreign skipper ever to win the America's Cup when he topped Dennis Conner's *Liberty* with the winged-keel 12-Meter *Australia II* in 1983. Changes in the format to accommodate TV include eliminating the reaching legs of the course, and expanding the program to a best-of-nine series. More sailing sounds okay to us but, perish the thought, does this mean we'll have to watch the 'commercial from hell' at least 2,000 more times? You know the one — or you should, since it ran every 15 minutes: "The sails aren't made of canvas anymore, the decks have never tasted varnish . . ." Aaaaahhhhhh.

### Let your fingers do the walking.

If all goes as planned, early this month the BOAT U.S./Weather Watch should be fully operational. Instead of having access to NOAA weather only through your VHF, you'll now be able to get that information for any area in the nation just by dialing 1-900-933-BOAT. (And remember, 'O' is different than 'zero'. The 'real' number is 1-900-933-2628.) The service costs \$.98 a minute. It will connect callers directly to NOAA weather broadcasts from about 70 National Weather Service stations coast to coast, as well as the latest east and west coast hurricane briefings direct from the National Hurricane Center in Coral Gables, Florida.

### Last Voyage.

Cancer claimed the life of 54-year-old Pierre Tschamper in late September. An active member of PICYA and the Golden Gate YC, and one of the founders of the North Point YC, Pierre enjoyed both racing and cruising. In the latter category, he sailed in Hawaii, Tahiti, the Caribbean and the Mediterranean. He also enjoyed teaching, both sailing and his other love, skiing. As part of his memorial service, former student and longtime family friend Sandi Alston recalled this story: "On our first trip to the Delta, I was only 4 and always had to have some kind of entertainment. Pierre told my brother and I 'only one toy for each of you!' Not wanting to upset Uncle Pierre, we cut it down to 10 each. When he saw all manner of Cabbage Patch dolls, plastic dinosaurs and every kind of stuffed animal imaginable lining the inside of the boat, he had a total fit. But by the end of that trip, I think he was sad to see them go — considering we made this our annual trip for the next 12 years."

### Lost and Found and Lost Again.

Seabags were one of the casualties when the trimaran *Nai'a* capsized during the September 4 Windjammers Race. As detailed in an article last month, the crew was rescued okay, and the boat is undergoing relatively minor repairs even as we speak. But during the transfer to the rescue boat (the Santa Cruz 50 *Chasch Mer*), seabags belonging to Steve Shidler, Scott Shaffer, Mark Rudiger and the boat's owner, Mike Reppy, went in the drink. In addition to clothing, they of course contained lots of wallets, credit cards, drivers licenses and other pain-to-replace odds and ends.

Things were definitely looking up in October, though. Seems three of the bags had washed ashore on one section of beach down Santa Cruz way. A fisherman found them and called Shidler. When Steve told him the story, he promised to send them right away.

And that's where our story ends for the moment — as of the third weekend of the month, they had not arrived. If anyone knows anything more about either the bags or the fisherman who has them, please contact Steve Shidler at (415) 928-6311.

### Ain't it the truth.

"It was character he was after. Any fool could have some knowledge."

— Alan Villiers in his book *The War With Cape Horn*, on why a young German went to sea on square riggers

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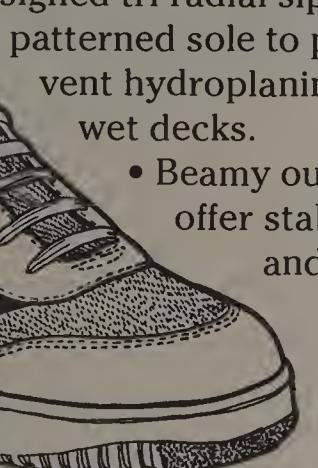
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## in memorium

The photo below may very well have been the last earthly sight for two Cal 20 sailors. Described by friends and family as 'dedicated *Latitude* readers', they were reported to be shouting "Windward! Windward!" at the tops of their lungs at this 73-footer just seconds before the ear-splitting collision. No trace has been recovered.

Even worse is the pathetic way some people are trying to lay the blame for this tragedy at our exaulted feet. They claim the whole thing came about as a direct result of one tiny and innocent mistake we made in last month's issue: noting that windward had the right of way over leeward.

Picky, picky, picky.

Nevertheless, the incident stands as mute testimony that you shouldn't believe everything you read.

continued outside column of next sightings page

## getting

There are a million stories in the naked city. Unfortunately, they're invariably about somebody doing somebody else wrong — usually with a gun or sex organ. Fortunately, there are also a million stories on the naked ocean, and usually they're more uplifting. Capt. Antonio is always a great source of such tales. Here's his latest:

"A while back I met this guy named Jerry in Puerto Rico, and we got to talking about how we ended up where we were. Jerry is probably in his 50s and told me he'd been homeless for much of his life in the Chicago



## a life

area. He's one of those guys who resents authority, so he was probably homeless a little bit by choice. By this I mean he'd probably rather freeze to death than stay in a city-supervised shelter.

"About three years ago Jerry was in really bad shape. He wasn't taking care of himself at all. Worse still, he was facing the prospect of another icy Chicago winter without shelter. 'I was gonna die if I stayed there,' he told me. So out of desperation Jerry started hitchhiking south. He eventually ended up in

continued middle of next sightings page



## in memorium — cont'd

*Editor's Note: We hope we don't have to explain that the foregoing was written for comedic effect — our favorite way to back out of editorial blunders — and is completely untrue except for the windward/leeward thing. To clarify: leeward has the right of way over windward. Sorry for stating otherwise, and thanks to the savvy throngs of you who wrote in to correct the error.*

*By the way, there was some shouting associated with this photo of the Tripp ketch Atalanta, taken at this summer's Kenwood Cup. As it bore down on our photo boat until even wide angle lenses couldn't contain it, some East Coast, flat-water guy lowered his camera and said, "Oh my God. We're going to die!"*

## three san francisco boats in america 500

Three Bay Area boats started the *America 500*, the recreation of Columbus' voyage, in Palos, Spain on October. They are Dick and Lona Wilson's Steven's 47, Kite; Dave and Carolyn Cannard's Gulfstar 40, Sunrise; and Dennis and Susanne Robbins' Swan 46, Razzmatazz.

The *America 500* is split into two fleets. Approximately 50 boats left Palos in August for the Canary Islands. All three San Francisco boats were part of the 88-boat second fleet, which will join the first group in the Canaries. Both fleets depart the Canaries in November for San Salvador to commemorate the 500th anniversary of The Voyage of Discovery.

Prior to leaving Spain, the October contingent met at Puerto Sherry, near Cadiz. It was a bit of *deja vu* for Northern Californians, as it was very reminiscent of the Napa Valley — except that sherry rather than chardonnay is the main topic of conversation. The obligatory winery tour was also familiar: lots of wooden casks and discussion about the proper sugar content and temperatures. What was different were the antique carriages pulled by matched gray Andalucian cart horses that took us around the winery grounds.

The night before leaving the Puerto Sherry area, the Wilsons, Cannards, Robbins and others attended a reception in a Moorish castle at the nearby town of Santa Maria. This town provided Columbus with his flagship, *Santa Maria*, and was his point of departure on his second voyage to the Americas. We were greeted by the town council at exactly the same spot where Columbus met with his captains prior to his second voyage. Dick Wilson, representing the State of California (and unofficially a winery), presented the mayor with a Gallo Wines baseball cap. Meanwhile, 2-year-old Andrew Cannard entertained everyone by cavorting around an inner courtyard surrounded by the castle's 1,000-year-old walls.

Each of the three Northern California couples has taken a different approach to getting their boat to Puerto Sherry for the start. Dick and Lona are "born again" Santana 35 racers who decided to cruise while they were still young enough to enjoy it and before intensive Bay racing wore them out completely. Having been ardent racers for years who drove back and forth from Modesto to their boat each weekend, Dick was the Santana 35 fleet captain and Lona was the fleet secretary.

Along with their crew, Tom and Diana Sutter, the Wilsons left 18 months ago to sail around the world to get to the starting line. As Lona, a retired physical therapist, puts it, she "was ready to go". Somehow she convinced Dick that the neat way to get to Spain was by joining the *Europa '92* rally and thus sail to Palos by way of the South Pacific, Indian Ocean, Red Sea, Med and Gibraltar. After the *America 500* is over, the Wilsons will complete their circumnavigation by sailing through the Panama Canal and back to California.

Until a year ago, Dave Cannard was the manager of the West Marine store in Palo Alto and his wife Carolyn was an intensive care pediatric nurse at the U.C. Medical Center. Along with their infant son Andrew, they left San Francisco in October of 1991 to cross the Atlantic to be in Spain for the start of the Columbus Quincentennial. Dave and Carolyn are especially conscious of "building memories", and believe that Andrew will be proud of his participation in this event for the rest of his life.

Before leaving on the trip, the Cannards' lives had been "hectic". Dave had a horrific commute from Sausalito to Palo Alto, and Carolyn's long hours of

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## america 500 — cont'd

caring for critically ill children was taking its toll. The two saw their best years with their young son being ground away in a never-ending mill of schedules and sleep-deprivation.

The Cannards now occasionally have crew — mostly family and friends — on long passages. But on the legs from Palos to Madeira and Madeira to the Canaries, just the three of them will be aboard.

*Razzmatazz*, the third Northern California entry, arrived in Spain this July via container ship. Dennis and Susanne Robbins recommissioned her and then sailed her up and down coastal Spain and over to Ibiza and Mallorca before joining the fleet in Puerto Sherry in October. They now have son Douglas as well as Gail Yando and Del Olsen aboard. One of the Robbins family had to return to California to take care of family affairs; daughter Jennet got stuck with it. Brother Douglas had nothing to come back to, as the storage container he left all his belongings in caught fire.

Both *Kite* and *Razzmatazz* have Montana Indian roots, because Dick Wilson and Susanne Robbins have ties to the Flathead Indian reservation there. Since they have been sworn to "reclaim the Americas" for Native Americans, they figure the upcoming presidential election is of little consequence.

Participating in the *America 500* as crew is John Decker of the East Bay. "I suppose I'm typical of the 48,000 *Latitude* readers in that I usually sit back and read about the exciting things that a few sailors actually do. But now that I'm here, what's impressed me is how accessible this kind of sailing is. I sent in a crew form to the *America 500* and here I am sailing with a very wealthy 74-year-old German and his lovely young wife who also happens to be a gourmet cook. He is the most courteous, cultured guy I've ever met. As he comes from a powerboat background, I'm sort of his sailor-navigator. At moments of stress he reverts back to German from his excellent English and grabs for the throttle.

"This is the most remarkable, international thing I've ever done. And now I appreciate how unreal these events really seem until you actually do one. Just the other day we were invited to have a drink aboard the French boat next to us. We toasted "Vive La France!" with two French guys, one German, a Spaniard and two 25-year-old Croatians. It sounds corny, but talking to those 25-year-old Croatians about their country was priceless. This is a wonderful experience!"

— susanne robbins

## zaca lives!

Followers of the *Zaca* saga, which has been chronicled off and on in these pages for the last three years, will be thrilled to learn that the 118-ft schooner, which had been built at the Nunes yard in Sausalito in 1930 for Templeton Crocker, is in the latter stages of total restoration in France. Although *Zaca* was built for the founder of Crocker Bank, she was best-known as being the boat of her most famous owner, swashbuckling actor Errol Flynn.

We received news of the restoration from two different sources and we hope to expand upon it, with photos, in the next issue. By next month, we also hope to clear up a few discrepancies. Here's what we know now.

As you may or may not recall, when we last reported on *Zaca* — claimed to be the first West Coast yacht to have done a circumnavigation — she was in sad shape. After Flynn's death in 1959, she fell into a state of disrepair at a small shipyard near Villefranche sur la Mer, on the French Riviera, and has been rotting away there ever since. A series of spirited court battles in 1989 between the yard's new British owner and its, shall we say, less-than-honest former owner, only seemed to seal *Zaca*'s doom. When the legal smoke had cleared, the deal was this: The only way the new management of the yard was going to part with *Zaca* was for \$1 million — which included them doing the restoration. Take it or leave it.

Enthusiasm for restoring *Zaca* on this side pretty much dried up after that. A tentative proposal put together by a coalition of local shipwrights to barge the schooner back to Sausalito for restoration fell by the wayside. So there the once magnificent vessel sat as of mid-1991. A *Latitude* staffer who had seen

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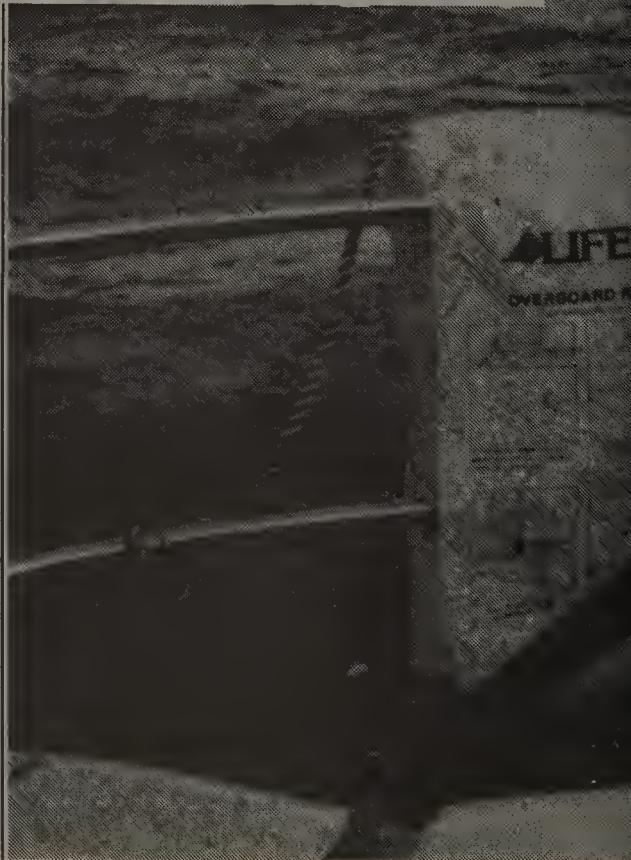
## getting a life

Louisiana, where somebody gave him a beat-up little 21-foot boat. I'm not familiar with American boats so I don't know what kind she was, but it didn't seem like she was much more than a glorified Sunfish.

"Going south had done Jerry well, so he kept on going — this time on his little boat. He sailed to the east coast of Mexico and bumped around various countries until he reached Boquerón, which is where I met him. As anyone who has had to do it can attest, it's possible to live on the sea with hardly anything. You get fish from the ocean and fresh water from the sky. When you come right down to it, you don't need much



Above, Doug Robbins. Spread, Susanne Robbins.



## — cont'd

more than that to survive in the tropics.

"During his travels, Jerry learned how to weave. He started with hats and was soon making more exotic stuff like birds. His work was good enough to be sold on the streets to tourists — I've even got one hanging in the salon. Depending on what country he was in, Jerry could sell them for between \$5 and \$15.

"For a former homeless guy living on his tiny boat in the Third World, Jerry only had to sell a few weavings each week to be a hell of a lot better off than he'd been on the streets of Chicago. Besides, he was free from

continued middle of next sightings page

## zaca — cont'd

her in person reported she was little more than a mastless hulk, her interior torn out gone and pumps running virtually around the clock just to keep her afloat.

According to our sources, sometime around January or February a group of saviors appeared. Who they are is unclear — one source said a group of Italians, the other said a French garment firm. Anyway, they acquired the boat, patched her up enough to move, then towed her to a boatyard near Marseilles. *Latitude* 'foreign correspondent' Jean-Luc Gourinelen, an ex-San Franciscan who returned to his native Paris a few years ago, reports that "eight months, over 200 cubic meters of wood and 25 million francs (about \$5 million)" have been put into the restoration so far. That translates into replacement of 100% of the deck and about 80% of the hull.

As of October, the newly rigged schooner was supposed to sail for the first time in 30 years at festivities associated with the famous Nioulargue Regatta

continued outside column of next sightings page



Dick & Lona Wilson of 'Kite'.



PHOTOS COURTESY SUSANNE ROBBINS

## zaca — cont'd

in St. Tropez. Unfortunately, she was not quite ready for that. Nevertheless, the main 'outside' restoration appears to be nearly complete. The next stage is to put an interior back in the boat.

Like we said, things are still a bit sketchy as to details. We'll try to fill in such blanks as current ownership, future plans and any possible return to San Francisco in the next issue. For now, we're just as thrilled and surprised as many of 'the faithful' must be to know the magnificent old lady has been given a new lease on life.

## big boat on a budget

Resourcefulness and ingenuity are second nature to sailors, especially cruising sailors. If you can't "make do" aboard a boat before you leave on your big cruise, you will surely have developed these skills to a high degree by the time you have returned.

In fact, if resourcefulness and ingenuity were the criteria by which the 'success' of a boating endeavor is judged, we might well have met the chairman of the board last month. His name is Eric Bureau. He and his significant other Cathy Cloud are leaving soon to go cruising aboard Eric's 65-ft (LOD) ferrocement staysail schooner *Shadow Dancer*.

We like meeting guys like Eric for another reason: they show just how far a sailor on a budget can go if he's willing to shop around for bargains and do a lot of the labor himself.

Before we go any further, however, we have to say that Eric *did* have a pretty good head start on most of us as far as this 'resourceful sailor' business. Canadian by birth, he was raised aboard a 90-ft ketch in the Caribbean. The 34-year-old sailor has lived in the Bay Area for about the last 10 years.

Anyway, Eric bought the Holland-designed schooner six years ago for \$2,000. It was one of those Alviso projects that was started back in the early '80s. Two previous owners had gotten the boat to the hull-and-deck stage, so Eric was able to move aboard while he finished her off. That took about 3½ years of working on his own time between such diverse jobs as doing maintenance and fabrication for a Viatech firm, to a stint as a BMW factory mechanic for the famous (in motorcycling circles) Paris to Dakar Rally.

Interesting features Eric incorporated into the heavily-built boat: raw (uncrusted) telephone poles he hand-planed down to mast specs; military surplus electric winches that were so inexpensive — \$122 each — that he bought spares for each of the two on-deck ones (you can see one behind him in the photo); an aluminum PG&E pole for the bowsprit and wheel pedestal; and beautiful varnished interior woodwork made of planking retrieved from discarded pallets. Talk about resourceful — he even 'made' his own 12-volt fluorescent lightbulbs! Solar panels keep his battery bank charged around the clock, even with the refrigeration going. The only time he needs to run his main-engine generator are for big things like the drill press, lathe or arc welder up in the boat's forepeak workshop.

How much did this all cost? To tell the truth, he hasn't added it all up yet. And though modern electronics such as radar, Satnav and an on-board computer would certainly throw the basic-boat tally off a bit, by most standards it hasn't cost all that much. In fact, the biggest single expense of the whole project was the launching, which ran around \$2,800. And therein lies a story.

Like almost everything else about the boat, Eric thought he could get her in the water with minimal help and expense. In September of 1990, he welded up a special rolling cradle under the boat using steel dumpster wheels, but found that even the yard's forklift couldn't budge *Shadow Dancer*'s 40-ton bulk. So he hired one of those big diesel tow-trucks, but it busted its 50-ton winch. So he hired two big diesel tow-trucks, and they started slowly towing the big yacht down the street to the, ahem, public launching ramp about 1/3 of a mile away.

About a 1/4 mile into the trip, the boat sank. That is, the cradle sank right through the asphalt into the roadbed. Oops. After a day or so of head-scratching, Eric solved that problem by jacking the boat up and putting steel plates under the wheels. That took the better part of another day, and resulted in a complete road closure and a ticket from an apologetic cop for 'blocking

continued outside column of next sightings page

## getting a life

authority. No government charged him taxes on the weavings he sold, and no employer told him when and if he had to work.

"The next time I saw Jerry was in the Virgin Islands or something; he was still weaving things and enjoying his 'new' life. For a guy his age, he also looked to be in very good shape. I found it hard to believe he'd been treating himself so badly that he was almost ready to die just a couple of years ago. Of course, sailing a small boat over open water will do more for a body than 24-hour Nautilus routines and Jenny Craig diets.

"The last time I saw Jerry, he needed to



## — cont'd

earn a few bucks to pay for his passport renewal. While he's never going to be the pillar of a Republican community, he at least now has the skills to earn the money he needs, has developed interests, is seeing the world, and is in a hell of a lot better physical shape than he's ever been. 'Sailing saved my life', he told me."

We at *Latitude* aren't about to suggest that all the homeless should be rounded up, put in little sailboats and pushed off in the direction of the tropics. But for some of the men, it would probably be the best thing that could happen to them.



## big boat — cont'd

a driveway'. "He said he had to ticket me for something," says Eric, "so we went through his book to find the cheapest fine."

Then, by the time the boat made it to the water, there wasn't any. Or at least not enough to handle the 7-foot draft. *Shadow Dancer* had missed the high tide of the month that she needed, and so was stuck in the mud of the Alviso public launch ramp for the next three weeks. "They wanted to cite me for blocking duck season," says Eric. He talked them out of it.

Once she was floating, Eric and the boat took up residence in Redwood City. That's where he and Cathy have been sailing out of since, and where they've been doing most of the work to ready the boat for the Big Cruise. Among the last big jobs were doing the bottom and fitting a larger engine at the Grand Marina Boatyard in Alameda where the big photo was taken. The inset was snapped this

Eric and Cathy's  
be essentially  
"We have  
keep going

continued

summer up in the Delta.  
trip will begin in Mexico and  
open-ended after that.  
enough money to  
for at least two

next sightings page



LATITUDE/R

## big boat — cont'd

years without having to work," says Eric.

We have a feeling that a man of his talents won't be idle for long, though. If he's not working on his own boat, it's not hard to imagine him becoming a sought-after fixer of other cruisers' boats. Based on what he's accomplished already, that income could easily keep *Shadow Dancer* cruising comfortably into about the 22nd century.

## rising star from the golden city

Growing up sailing the lakes and Bays of America, it's hard to appreciate the convoluted route Czechoslovakian skipper Milos (pronounced me-losh) Laznicka had to travel to get to San Francisco for the 1992 Star Worlds. (See feature story elsewhere in this issue.)

Milos claims to be the first Czech skipper ever to compete in the 70-year history of the World Championships. It's a distinction that has not been won without a struggle.

Hailing from Prague, which is known as the 'Golden City', the tall, green-eyed, friendly European was sailing singlehanded Finns up until a few years ago. The state of sailing and finances in Czechoslovakia at the time was such that even though Milos qualified for the national sailing team, there was only enough money for one Finn program.

Milos' migration to Stars, through another Polish Finn sailor who now coaches U.S. Star sailors, was not half so strange as the return of the boats themselves to Czechoslovakia.

"A Star fleet was started in Czechoslovakia in 1939," explains Milos, "but the boat was banned after the communist crackdown in the late 1960s. Even though it had the red star on the sail, the communists disapproved because it was an American boat!"

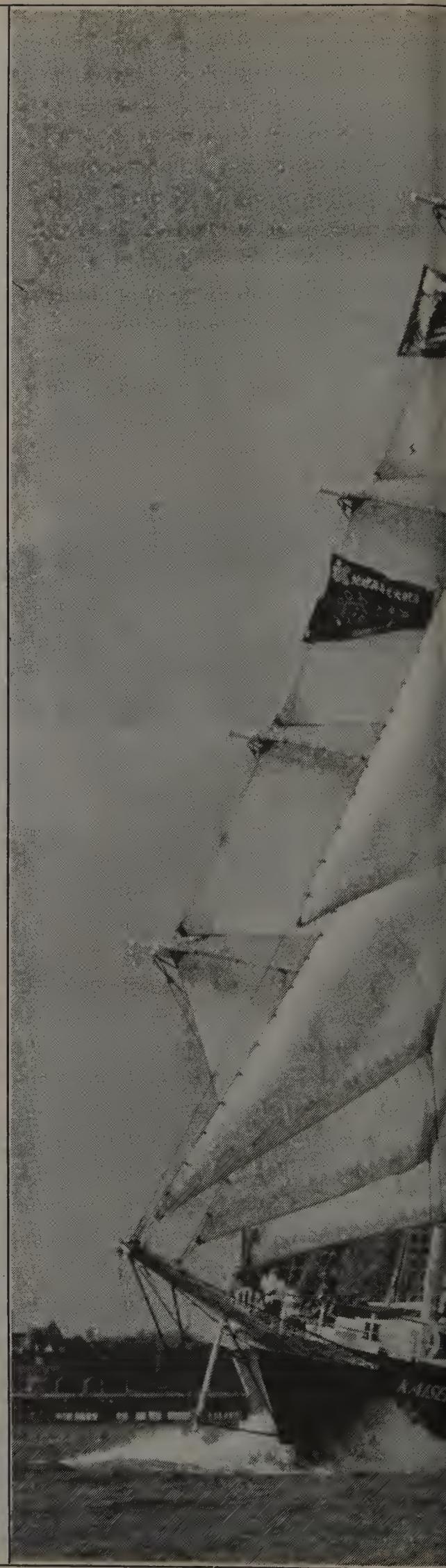
Milos scored a sixth in the Central European district championships, which qualified him for the Worlds. Through the generosity of Germany's Reiner Roellenbleg, a former vice president of the International Star Class, Milos made the trip to San Francisco. He chartered a Star from local sailor Richard Pierce, who crewed for him. Together, they finished 40th out of 53 boats.

"We had some communication thrills," says Richard. "Whenever Milos got excited, he'd start shouting things in his native tongue." Off the water, the



Milos Laznicka and Richard Pierce.

Czech's biggest delight was going to Sam's in Tiburon for dinner and falling in love with a waitress there. When last seen, the two sailors were headed back to the restaurant to let Milos pursue his non-sailing goals before going home.



LATITUDE/ROB



COURTESY OCEAN VOYAGES

## two weeks before the mast

It was 11:10 a.m. and the *STS Kaisei* stood between Mile Rock and Pt. Diablo. Captain Chris Blake, an impeccable and imperturbable Englishman, squinted toward the City's skyline and checked his watch. "Stand by to WEAR



THEA LOWRY

*Thea Lowry (left) and friends on 'Kaisei.'*

SHIP!" he shouted, very loud, very clear. *Kaisei*'s deck swarmed with lemon yellow pants and navy tops as crew members and trainees hurried to their positions on braces, sheets, tacks and clewlines.

Training officer Peter Petroff nodded to the master: everyone was poised and ready. "Helm's down", called the captain. For a moment, there was no sound except for the swoosh of the blue hull through the water, the keening gulls and the creaking rigging.

Then Peter yelled, "On the bryces!" (He's from Down Under.) "In on port, out on starboard. HAUL AW'Y!" Moments later, the wind shifted across the stern and 14 sails snapped full on the new course. Timing his entrance to the Gate to coincide with the time that had been announced to the press — which included ordering the engine full astern for a moment to check our speed — Captain Blake made good to the second. Majestic, colorful, boldly heeled, the brigantine *Kaisei* skated under the Golden Gate at precisely 11:15 on September 24.

*Kaisei*'s five-day visit to the Bay Area was the latest pause in a maiden voyage that will take her from a recent rebirth in Europe back home to the Orient. Dubbed "Operation New World", the voyage is meant to symbolize global harmony, international unity and recognition of our relationship to our planet's watery environment. While here, she was open to the public at Pier 45 on Thursday and Friday, and was the centerpiece of the Vintage Boat Show in Sausalito over the weekend.

Sponsored in part by the Sausalito Tall Ship Society, I joined *Kaisei* August 27 as one of a half-dozen Northern Californians and one Canadian enrolled for sail training on the sixth leg of the New York to Japan part of her trip. Eight Japanese trainees were also aboard, ranging from high school age to mid-30s. The 19-day, 683-nm coastal voyage began in San Diego at 9 a.m. with an instant immersion in Japanese language, food and culture.

In the first hour, we were issued our gear: pants, navy-blue T-shirt and smock, hat, foulies and safety harness. We were shown to trainees' cabins and given a few minutes to make our bunks and stow our stuff. Next, we were assigned to either the port or starboard watch and met the professional crew. We climbed ratlines, stood on the topgallant footropes, practiced at the helm and crawled into bilge inspection hatches. Then, as we left port, we spent hours running back and forth trying to learn pins, hauling on lines, tacking and wearing and guessing what our watch leaders were saying about it all.

The steel-hulled, two-masted *Kaisei* was built in Gdansk, Poland, in 1990 for the Caribbean tourist trade. When that didn't work out, she was sold to a Japanese consortium and refitted for sail training in Poland and England. Her dimensions are as impressive as her equipment and vigilantly maintained upkeep: 151 feet LOA, 25 feet on the beam, 11-foot draft (including winged keel) and 180 tons. Her mainmast soars 131½ feet and she flies 690 square meters of sail, with a 280-hp Leyland-Ford diesel engine and bow thruster

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## before the mast — cont'd

doing the honors in light air and tight quarters. She cruises at 9 knots.

Our first port of call was Dana Point, where we rendezvoused outside the harbor with *Pilgrim*, the 87-ft replica of the brig on which Richard Henry Dana spent his two years before the mast. We also made stops in Newport Beach, San Pedro and San Simeon. At each stop, we hosted tours, arranged receptions and gave visitors a taste of life aboard.

At sea, a typical day began with a 6:45 wake-up call. At 7 a.m. it was time for a deck scrubbing. Then a quick breakfast ("cho-sho ku-desu") and back to chores for another hour. Cleaning all nine heads every day, working in the galley, chasing rust, polishing brass. Maybe an hour more cleaning below-decks.

Then it was time for sailing practice which, like so many other facets of life onboard, was mostly in Japanese. We soon found that "yurumete" and "hite" meant "haul" and "ease". It took me a while to figure out that "owdon har-ya" was English — or at least sailing master Tadamachi Okuda's approximation of it — for "out on the halyards." What he gave up to a heavy accent, Okuda more than made up for in being quietly competent, sharply observant and completely professional. Except for the captain and two mates, who were both Australian, the rest of the crew were all Japanese. However, when asked in Newport if bilingual communication was a problem, Captain Blake answered, "Only with the Americans."

After a quick lunch, it was time for more sailing practice. It seems as though we did hundreds of simulations and enactments and made up thousands of coils. Both teams also stood watch around the clock, with one person on the helm and one on bow lookout.

The training came in useful, for in the second half of the trip, we were told to run the ship ourselves "or our watch leaders, Kawasaki-San and O-San, would die." I was horrified to contemplate the consequences of misidentifying a line, but it went fairly smoothly. We began to transmit orders from the officers to our team, call the commands, delegate jobs, check on trainees, generate a watch bill and communicate with the opposite watch leader. It was like learning military field surgery: watch one, do one, teach one.

Overall, the experience was a cross between Outward Bound and EST training. You are expected to 'get it' — 'it' being self discovery, not sailing. A three-dimensional metaphor for real life, the training vessel constantly reminds you that all the work you're doing aboard boils down to personal growth. Just as life is laced with frustration, fatigue, boredom, exhilaration, joy and laughter, so is sail training.

I believe my most significant moment of self-awareness came the night I lost my footing halfway up the foremast while furling the staysail; the night my safety harness saved my life. I know now that the Certificate of Achievement awarded at the end of the trip really stands for something.

— thea lowry

Kaisei (which means 'ocean planet') is operated by the Sail Training Association of Japan in association with Ocean Voyages Institute. About 40 trainees have participated in her voyage so far. Her itinerary into 1993 includes passages between Hawaii, Guam, Okinawa and Misaki, Japan, with two-week cultural sail training experiences in Japanese waters continuing into 1994. The intention of the organizers is to preserve the international nature of each passage. More information on Kaisei's programs can be had by calling the stateside contact, Ocean Voyages in Sausalito — (415) 332-4681.

## annapolis '92

Since we're supposed to have our fingers on the pulse of the sport — and since airfares were cheap — we sent a contingent of *Latitude* cognoscenti to tap the carotid artery of American boating, the Annapolis Boat Show. But before we present our prognosis, a few observations.

First of all, Annapolis' claim to the title "World's Largest Sailboat Show" is true as far as we're concerned — we've never seen a bigger one. Some old veterans said it's a good bit smaller than five years ago, which sort of boggled our west coast mentality. It took us three days to see this show as it is. Much

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## playing

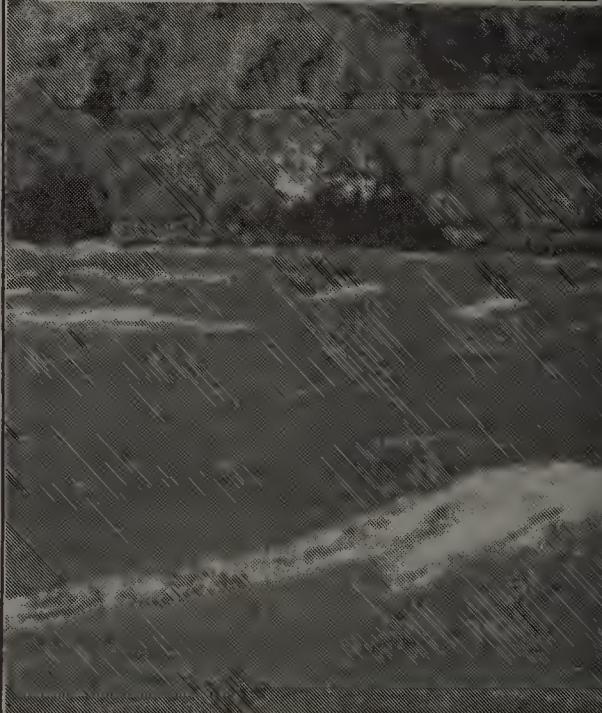
Here's what we know: There's this crazy race called the Jules Verne Challenge Trophy. It's being put on by the French, and the objective is to sail around the World in 80 days or less — any boat, any crew, any time. We also know that one of the biggest, baddest catamarans of all time is going to race in it, *Formula Tag*, the 75-foot machine that in 1984 set the day's run record of 514 miles in 24 hours — an average of 22 knots.

What we don't know is who's going to sail the bloody thing.

Last month, we reported that plans were underway for an American effort to get ahold of *Tag*, lengthen her to 90 feet, truck her to

## why there

In truth, nobody really needs a dodger. Not if the wind is always at their back. Not if it never blows more than 10 knots. Not if the crew enjoys the adrenalin rush that accom-



**tag**

the Bay Area, and use San Francisco as the start/stop point.

Just days before we went to press with this issue, however, we received a fax from New Zealand (they started sending us stuff during the America's Cup and haven't stopped yet) indicating that Peter Blake, co-skipper Robin Knox-Johnson and a crew of five plan to be the first to smash the 80-day mark by leaving in January . . . on a stretched *Formula Tag!*

Obviously, the lines of communication are breaking down somewhere. We'll get right on it — next month.

**are dodgers**

panies icy water pouring down the back of their necks.

But if you're a sailor who sometimes finds yourself working to weather in a strong breeze against the chop — such as this Freya 39 off Point Blunt — it doesn't take long to discover the virtue of that bit of stainless tubing covered in canvas.

**annapolis — cont'd**

larger and you'd need a month's sabbatical from work. Whatever the size, Annapolis is a great sailing town and the show seemed a good balance of traditional and modern boats and gear, and a fascinating glimpse into the cutting edge technology of tomorrow.

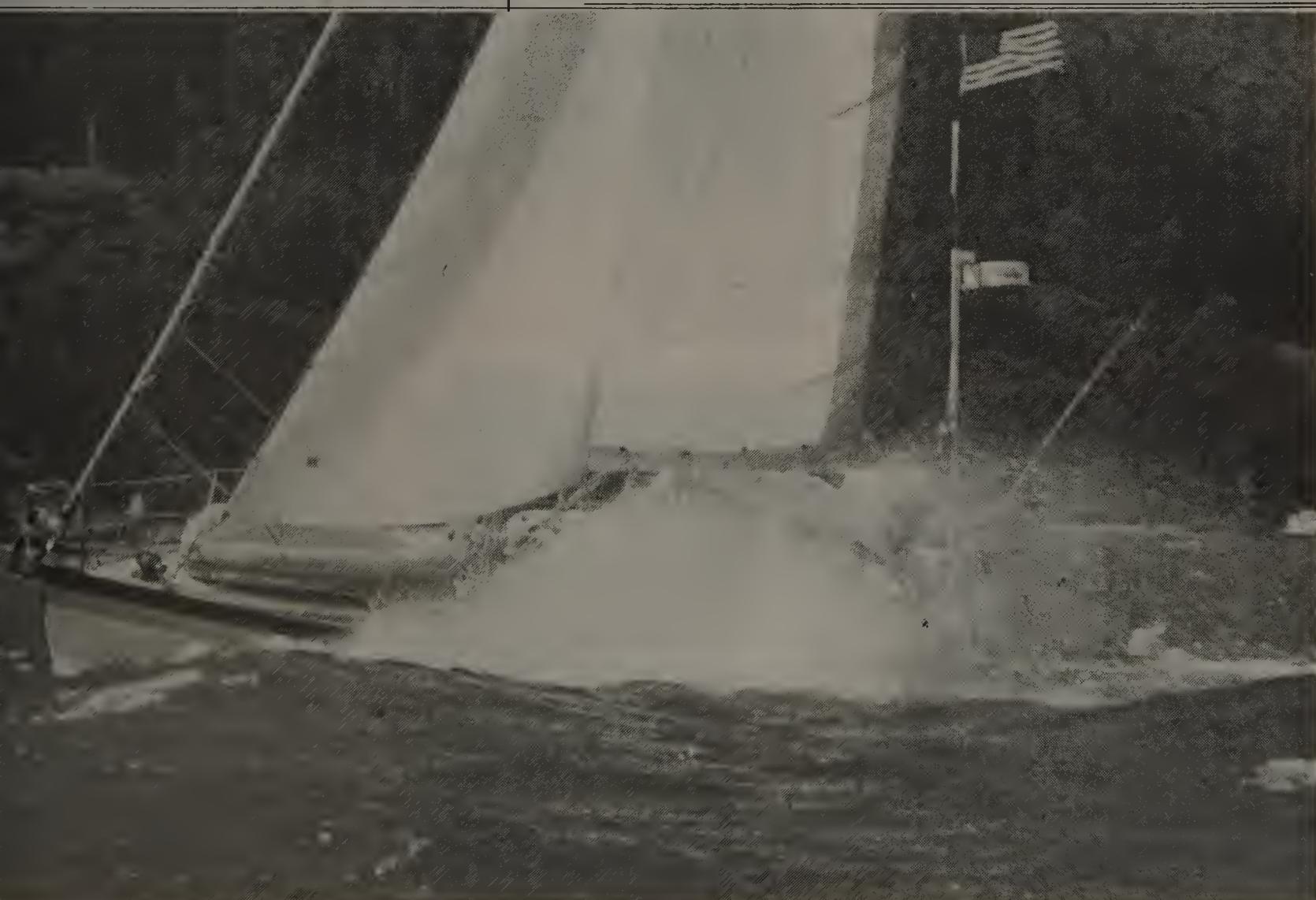
The first attention grabber was Mike Plant's new water-ballasted 60-ft *Globe Challenge* racer. The boat was on display and available for boarding though she was just 45 days from starting the singlehanded, non-stop round-the-world race in England. An added bonus was the opportunity to talk to Plant as well as Bill Pinkney, who last year became the first black man to circumnavigate the world. Although sailing alone for months on end is not exactly our cup of tea, we couldn't help be a bit awestruck by these two men who have accomplished so much.

Of more down-to-earth interest was the new emphasis on small boats. In the built-for-speed category are the 21-ft SR Max, the Melges 24, Tripp 26, Carrera 29, 11-Meter, J/92 and others. All these boats draw heavy influences from America's Cup and 'grand prix' IMS boats — deep fins with bulbs, high-aspect rigs, light displacement and no-nonsense cockpits. There's already an 11-Meter sailing on the Bay and doing well in local racing — it just won its YRA handicap division. It should be interesting to see how these other boats fare as they make their ways west.

In the built-for-comfort category, new trailerable pocket cruisers include the Hunter 23, Shock 2023 and Beneteau 21. All employ some very convenient rigging systems, real, usable interiors (even enclosed heads!) and an eye toward getting people on the water quickly, easily and inexpensively — all moves in the right direction if you ask old pulse monitors like us.

But Annapolis, being Annapolis, was certainly not short on the glitz. Many

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LATITUDE/RICHARD

## annapolis — cont'd

displays looked just like pages out of those *real* sailing magazines, and long lines waited to board yachts with such venerable nameplates as Hinkley, Little Harbor, H.T. Gozzard, Alden and others. All were worth the wait, with the Oyster 68 increasing our personal pulse rate the most — especially when we asked the price.

After sampling some of the night life at local watering holes like McGarvey's and Marmaduke's — for research purposes only, you understand — we returned to the show on day two to marvel at how far multihulls have come in the last few years. The big, bold display included a good collection of 30 to 50-ft maxi cruisers, some of which sported four separate staterooms — with four separate heads! Also well represented were the new generation of sporty small multis, the Dragonfly, F-27, F-24 and Tremolino.

All in all it was a terrific show, a terrific experience, and a real eye-opener. Having been involved with many west coast boat shows over the years, Annapolis was like meeting an old friend you hadn't seen in a long time who had been pumping iron and eating lots of red meat. Our prognosis for the industry: healthy, robust and getting more so; keep drinking plenty of liquids and head west.



**Danna Pomykal** — "I've spent several years traveling in South America, but had to return home because of an illness in the family. Now I'm ready to go back. It would be fun to sail there, but I'll go overland or fly if I have to. I heard about this party from a lady in Panama."



**CREW PARTY!**



(Left to right) **Lynda Bissell, Stefanie Parks, Julie Alcott and Maggie White** — "We're here to talk about men and, yeah, to crew. We're friends and it would be a great if we could find a situation where we could stay together. Between us we have a gourmet cook, a great sailor, a nurse and an experienced Caribbean cruiser."

## all in a

In the wake of our article on boat salvors a few issues back comes a semi-related story of a couple of the more interesting calls made by the *Riverhawk* out of Bethel Island in September.

*Riverhawk* is part of the Vessel Assist Association of America organization, which is headquartered in Costa Mesa. Their mission is to aid boaters in non-emergency situations, a duty the Coast Guard gave up to the private sector some years ago. Now, if you run out of gas or your mast falls down or you run aground — and there's no life-threatening complication — a company like Vessel Assist comes out to tow you back in, or off or whatever. Of course, this service is no longer free like it was when the Coast Guard did it — which is all the more moti-

## day's work

vation to make sure everything's okay before you get in trouble in the first place.

Anyway, *Riverhawk* was summoned to the Holland Riverside resort in Knightsen to retrieve a very wet Porsche 928. Seems the owner parked the car in a no-parking zone at the top of the launch ramp, but failed to set the parking brake. With his wife still aboard, the expensive metal started rolling down the ramp. She bailed. He ran after the car and, in what was doubtless a hilarious attempt to stop it, grabbed onto the rear bumper and 'skiied' behind it all the way into the water. The car sank immediately.

A tow truck summoned to the scene was unable to free the car because of the drop-off at the end of the ramp, and because it got

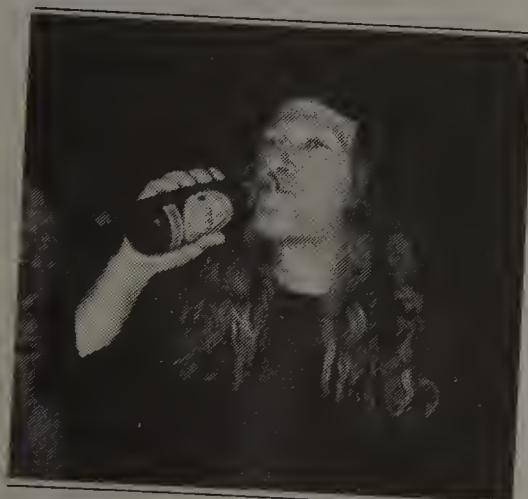
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## crew list observations

Call us prejudiced, because we are, but in our opinion the 1992 Mexico-only crew list party held at the Sausalito YC on October 7 was the biggest and best ever. There were more people, better munchies, better out of town representation (we talked to people from such foreign countries as Canada, Venezuela, England and exotic Seattle) and, for the first time, boats. With SYC's excellent facilities — which have not been available at past parties (this was the first crew party at that club) — some eight or nine Mexico-bound boats made the trek over to park at the club docks and anchorage.

The only thing that didn't visibly improve, only because it couldn't, was the quality of the party-goers. It was the same eclectic and enthusiastic bunch as always, eager to talk cruising and go sailing. Well, that was foremost in most people's minds, anyway. It's still hard to convince some people that the crew parties are anything but a 'great singles scene', which is exactly the phrase several of them, men and women, used to describe the evening. God, some of you people are hopeless.

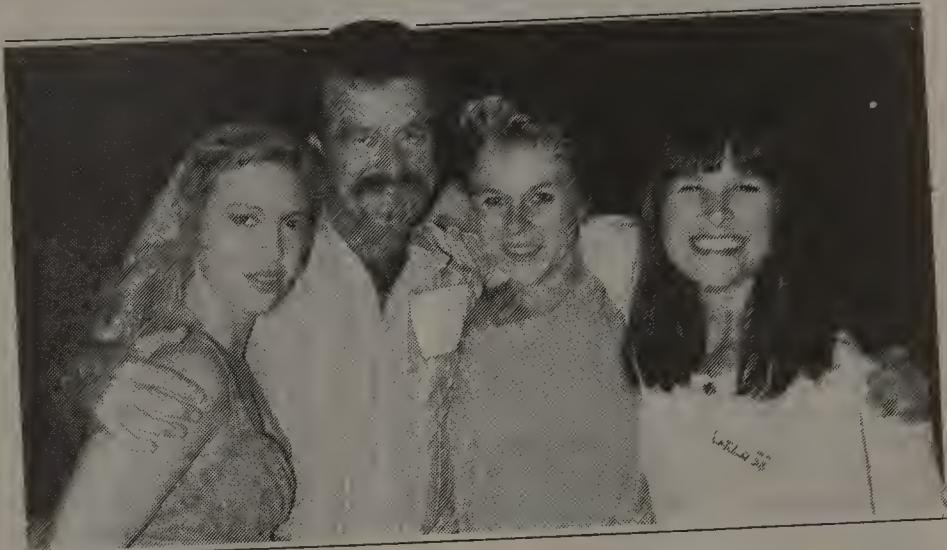
But if the people we talked to were any indication, the main objective of the evening — organizing some 'serious' cruising — was accomplished many times over. Here's a look at a few of the people who were there.



**"Buckaroo"** — "I'm looking for the whole picture — the 'global consciousness' of cruising. My one sailing claim to fame so far is that I broke the rudder on my former boat on Humphrey the Whale."

ALL PHOTOS LATITUDE/JR

(Left to right) **Dushan** — "With everything that's going on in Croatia — that's where I'm from — I don't feel I have the time to go cruising this year. I'm actually here hoping I can hook up with someone going in '93." **Hank Wyhof** — "I have a 36-ft ferrocement boat that's 90% done. But I'm at the party this year to see if I can crew on somebody else's boat." **Joe O'Flaherty** — "After spending three years fishing aboard long liners in Alaska, I'm going where it's warm." **Charlie Grassl** — "When people ask about my experience, I tell them I was aboard a sailboat that ran into the side of a freighter off the coast here one night — but not on my watch!"



(Left to right) **Roma Warek**, **Roger King** (classic 41-ft cutter *Mangareva*), **Kristina Betz** and **Tina**. Roma and Kristina — "We heard about the party from a friend and thought we'd see what it was like. We've gotten several proposals already." Tina (*Latitude's* bookkeeper) — "I just like men with moustaches." Roger — . . . uh, Roger? . . . yoo-hoo . . . HEY! ROGER! . . .

## CREW PARTY!



## new tricks for an old (sea)dog

Who could have predicted it? As little as 10 years ago, the TransPacific yacht race from L.A. to Honolulu was the paragon of West Coast ocean races — the ultimate test for the ultimate boats and sailors under the ultimate rating rule, IOR.

By the end of the '80s, however, the TransPac, grandaddy of West Coast ocean races, was becoming long of tooth, and IOR had one foot in the grave and the other on a banana peel. Upstart coastal races like the Oakland to Catalina were depleting the ranks; the odd and incomprehensible new IMS rule was drawing some owners away from IOR, with others succumbing to the world economy. (They didn't nickname it 'Invest Or Retire' for nothing.) But it wasn't until the last few years when entries in the West Marine Pacific Cup surpassed the TransPac that the writing was really on the wall. It was time for a change.

And change it has. Last month the announcement was made that the 1993 TransPac will, in addition to IOR and IMS divisions — will include one for PHRF boats. So for the first time in its 88-year history, the TransPac will be welcoming boats that aren't necessarily red-hot racers.

There will also be staggered starts off Point Fermin. July 1, 2 and 3 for the smaller boats, and July 4 for the big boats. The idea is that everyone should arrive at Honolulu at about the same time.

Any offshore ocean race takes quite a bit of preparation and planning, and immediately is not too soon to begin if you're interested in taking part in the 'new, improved' TransPac. Here are some more dates you'll need to pay attention to: January 31 — entry fee deadline (regular \$650, late entries, \$1,000); June 1 — entries close. For more information, call (310) 983-8790.

## anyone for tahiti?

Speaking about long-distance ocean races, after a long hiatus it appears likely that the TransPacific YC's Los Angeles to Tahiti Race may be held once again in 1994.

"There hasn't been a Tahiti Race since 1978, and at this early date, we already have interest from eight boats," reports TransPac YC Commodore Leon Cooper. "The Flag and Board are willing, so it looks like it's a go," he said.

There is little doubt around *Latitude* that the time is ripe for another Tahiti Race, as there was quite a bit of talk about it at the conclusion of the West Marine Pacific Cup from San Francisco to Oahu in July.

Tom Corkett, who had doublehanded a Nelson/Marek 70 in that race, said he was confident such a race would be a success if a proper sponsor could be found. A veteran of many TransPacs and at least one Tahiti race, Corkett said the idea of a revived Tahiti race was intriguing to both himself and some of his friends.

Frank Delfer and Eric Jungemann, who took 5th in the Pacific Cup fleet doublehanded the Crealock 37 *Oregon Native*, were ready to ink their names to a Tahiti Race entry form right after crossing the finish line. "San Francisco to Hawaii was too short for us!" they said.

Back on the West Coast, Tom Vance, who builds Freya 39s in Port Townsend, has been grumbling about the lack of a Tahiti Race. And when the Wanderer suggested a 'Mexico To Marquesas Madness' rally a year ago, about 12 boats expressed interest.

Bill Clute, former Belvedere resident who now is the Tayana and Catalina dealer in Newport Beach, says he'll do the race with his Tayana 52 *44 Windward* if the Wanderer will take *Big O*. The Wanderer laughed long and hard. When he stopped, nobody could figure out if he'd accepted or declined the challenge.

Historically, the TransPacific YC has been a little bit on the stuffy side, so it's not clear as of yet what kind of boats would be allowed and under what handicap system. For many years the TransPacific YC's TransPac was limited to just IOR boats. But on account of the death of IOR and the accompanying precipitous drop in the number of TransPac entries, the last two TransPacs have been opened up to IMS boats. And they're even more open-minded for

continued outside column of next sightings page

## day's work



caught between some pilings. *Riverhawk's* crew 'refloated' the car like they would a flooded boat, using airbags. Once ashore, they also hosed a considerable amount of mud out so it was towable.

## who's in

Who did you vote for in the election? Oh, never mind. By the time you read this, everybody will probably be a lot more concerned over who we're stuck with than who we voted for.

To whoever we're stuck with, our congratulations — and condolences. We think the American people got the message across this time that we want to see things get done. That means a tough row to hoe is ahead. We wish the new president luck in completing even half of what he promised in the next four years — he'll need it.

If, by some hook or crook, this issue of *Latitude* finds its way into the oval office, we hope The Man kicks back, puts his feet on the, er, oval desk and enjoys a few chuckles over the pastime we all know and love — hey, those stuffy treaties, bothersome nuclear buildups and rampant unemployment figures can wait one more day.

But just so he doesn't get too complacent, we hope he'll take note of the following statistics: Throughout the 1980s, boat registrations increased an average of 3% annually, to more than 11 million. From 1990 to 1991, however, the increase was only 6/10ths of 1%, and 12 states — Arkansas, Hawaii, Indiana, Iowa, Kentucky, Maine, Massachusetts, Nebraska, New Jersey, Rhode Island, South Dakota and Texas — showed actual decreases in boat registrations ranging from

— cont'd



COURTESY DIANE SHIPWAY

The fun didn't stop there. Three days later, *Riverhawk* went to the aid of a sunken airplane — well, a floatplane that had a sunken float. They towed the plane to a nearby beach and pumped the float out.

## charge here?

1% to 33%.

To what do we owe these dismal numbers? Well, the recession hasn't exactly helped. But to most experts, the real bad guys are our old friends, the Luxury Tax and the User Fee. They're like the relatives from hell who came to visit and won't go away.

In case you've only lately been returned to Earth by alien abductors, the Luxury Tax assigned a 10% tax on all 'luxury' items — cars, yachts, planes, etc. — costing over \$100,000. The User Fee, or 'Recreational Vessel Fee' as it's officially known, charges boatowners \$25 to \$100 a year, depending on boat length, for nothing more than the 'privilege' of owning a boat. Both laws were passed in 1990 and took effect in 1991.

These ridiculous taxes are yet more bastard children of The Myth That Won't Die: all boat owners are rich fat cats. And predictably, both have backfired, taking in far less than planned. To avoid the Luxury Tax, boat owners that really are rich simply went abroad or bought used boats (which were not subject to the tax). That had the ripple effect of sending more of the precious few boatbuilding concerns left in the United States into bankruptcy. As for the User Fee, many people simply refused to pay it — and continue to refuse.

So, Mr. President, whoever you may be,  
continued middle of next sightings page

## tahiti race — cont'd

the 1993 Honolulu Race with the addition of a PHRF division. "How can boats that don't fit either IOR or IMS be rated?" is a question that was posed in the latest TransPac YC newsletter. "PHRF" is the obvious answer.

So if you're interested in a July 1994 Los Angeles to Tahiti Race, contact the TransPacific YC at 1508 Santiago Drive, Newport Beach, CA 92660. Tell them what handicap system you'd like to race under.

The 11 Tahiti races held to date were in 1925, 1953, 1956, 1961, 1964, 1968, 1970, 1972, 1974, 1976 and 1978. The top number of entries was 14 in 1970, but the fleet dwindled to four in both 1976 and 1978. Many legendary big boats, most of them wood, have done the race, including *Novia del Mar*, *Celebes*, *Viveka*, *Athene*, *Morning Star*, *Ticonderoga*, *Pen Duick III*, *Mir*, *Blackfin*, and *Graybeard* to name a few.

*Big TI*, as *Ticonderoga* is affectionately known, established an elapsed-time record in 1964 that still stands. She covered the 3,571 miles in just 17 days and 17 hours, an excellent average speed of 8.38 knots. Except for battling the variable winds of the doldrums, the Tahiti Race is a reach all the way, on starboard tack above the equator and on port tack below the equator. There's not all the much strategy, you just rumble down the rhumb line.

If you're one of those people who think there needs to be a new long-distance race destination after all those sprints to Mexico and Hawaii, perhaps you should drop the TransPac YC a note. Tahiti is the logical destination.

## dressing for the occasion

Wondering what to pack for your mid-winter getaway to warmer climes? We've run across a couple of items that might be of interest for those of you who just can't give up the sun.

We were thumbing through a marine catalogue recently and saw an item for a 'tan-thru' suit. Made of 70% nylon and 30% lycra, these suits let the

rays of the sun through so you can get that all-over tan. At the same time, they provide an SPF factor of 10 to help protect you against sunburn. A high-contrast print pattern combined with a special knitting technology that creates tiny pores in the fabric is the secret. Outwardly, the suit is completely opaque, so try as we might (and we tried), you can't see what the wearer looks like underneath.

We field tested a couple of these suits, but not extensively enough to verify the manufacturer's claim. You do still have to move the straps to avoid a tan line, as the reinforced areas at the openings won't let light through.

If you don't want any sun at all, then try some clothing from Air-Skinz. Developed by a fair-skinned, redhead outdoorsman from Arizona, these pants and shirts have two layers of lightweight mesh fabric. The layered approach lets air circulate next to your skin but blocks sunlight from getting through. We've tried these and can verify that they work exactly as claimed — it really does feel like you're wearing nothing at all because the air can always get to your skin.



What if you use polarized glasses?

## short sightings

**OFF THE GOLDEN GATE** — How would this make you feel? You're windsurfing off Crissy Field when something goes wrong with the board. You find yourself in the water, drifting seaward at a surprisingly rapid rate. You realize the gravity of the situation when you've cleared Land's End, it's starting to get dark and no rescue is imminent. But dammit, this is an expensive board and you don't want to just leave it. So you decide to stick it out just a little bit longer.

You start to reconsider as you pass the first entrance buoy to the shipping channel. But then — salvation. You spot a ship on the horizon, headed toward the Bay and . . . YES! . . . they see you and are throwing lifelines. It won't be long now.

By the time you think, gee, it sure is taking them a long time to stop and turn around, you realize that they aren't stopping or turning around. Oh great, now what? With darkness, no one will be able to see you even if they're looking. And you don't particularly relish the thought of playing Great White

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## in charge

if we can speak for the boaters of America — or even just a small San Francisco contingent — we'd like to suggest an addition to your 'things to do' list; a small favor that will really

## parting shot at

Back in 1892, the 400th anniversary of Columbus' landing in the new world, one of the biggest celebrations in history took place. The World's Columbian Exposition took up 666 acres of Chicago lakefront and thrilled some 27 million visitors.

The 1992 celebrations were slightly more

## big, beautiful — and looking good!

That about summed up *Ingrid* at her launch last month. As soon as she got underway on her maiden sail, shown here, you could comfortably add 'fast' to the list, as well.

A Santa Cruz 52 owned by Bob White and Robert Mann, *Ingrid* is 'something new' in every sense. Launched on October 22, she represents the newest design to roll off the drawing boards at Bill Lee Yachts. She's the first 52 to splash down on the West Coast (hull #1 went to Chicago in July); the first 'two stateroom' version SC 52; and, the first cruising-oriented design ever to come out of the Soquel chicken coop. Anything but a worked over Santa Cruz 50, the all new SC 52 comes in two versions: racing and 'two-cabin'. The latter features a full interior, while the former (like hull #1) loses the staterooms and a head to sail stowage and pipe berths.

With several more 52s sold and/or under construction, expect to read more about this design in upcoming issues.



## — cont'd

reflect well on that 100-day report card the media moguls are so fond of giving you: repeal the Luxury Tax and the User Fee. We predict smooth sailing from there on out.

## a cheap shot

subdued. The problem is that old Chris isn't the hero any more. Now he's the bad guy. We say blaming him for every ill that has befallen native Americans in the 500 years since his first landing is a cheap shot. What's next, blaming Hippocrates for the high cost of medical insurance?



PATRICK SHORT

## shorts — cont'd

bait all night long. The alternatives: keep waiting for rescue or swim for it. It's only five or six miles back to shore.

By now, dear reader, you've probably guessed that this is not fiction. It really happened to boardsailor John Morse. Something went wrong with his sail and he went out with the ebb — 5 to 8 miles out before he crossed tacks with the British cruise ship *Sky Princess*. The ship's crew did throw flotation his way, and they did contact the Coast Guard, reporting seeing him between buoys 7 and 8. And then they kept going. We wouldn't be so surprised if this was like, a Liberian guano boat, but the British? Gadhafi, man, they practically invented the law of the sea that says you always help a fellow sailor in trouble.

At any rate, the Coasties launched a five-ship, one-helicopter search of a 50-square-mile area, turning up no trace of Morse. Meanwhile, along about sundown, Morse abandoned his board and struck out for land. He made it, too, coming ashore during the night on the rocks below the Point Bonita lighthouse. He climbed up the cliff, walked to the YMCA camp and called a friend who reported his return to the Coast Guard.

The *Sky Princess*' failure to stop is under investigation. The board, we can only assume, is on its way to Hawaii.

**CHINA BASIN** — We can't tell you where we got the information, other than a pretty reliable source, but the word around several South Bay harbors — and as far up as Richmond — is that there's a guy ripping off equipment from boats. Typical of boat bandits, he avoids all those impressive-looking security gates and enters marinas by water, in this case using the most innocent-looking of all craft, a kayak. Swift, silent and invisible at night, the 'kayak bandit' has allegedly hit three to four boats over the last year or so, stealing such things as radios, line, sails, etc. (fortunately, you can't carry a whole lot on a kayak). Boaters in those areas are reminded always to lock their boats securely, and to keep an eye out for a kayaker with a tattoo on his left arm. He's apparently not bashful about paddling up to boats in the evening hours to check them out.

**HONOLULU** — Don't tell members of the Waikiki YC that inflation is in check. When their \$9,000-a-month lease with the state expired, the state offered to trade the land to the Office of Hawaiian Affairs as partial payment of another land dispute. Clayton Lee, chairman of the OHA, says it's very likely they'll acquire the property — and at least double the rent the club pays now. The Waikiki YC, one of the co-hosts of the Kenwood Cup, has 1,000 members and 125 slips.

**BOSTON** — Never say die: In mid-October, Boston-based sailor/adventurer Rich Wilson announced a continuation of his quest to break the clipper ship record from San Francisco to Boston. You may recall that his first attempt ended in disaster when his boat, the 60-ft trimaran *Great American* was capsized by huge seas off Cape Horn and lost. His latest boat is *Great American II*, a 53-ft cutter-rigged tri. Sailor/writer Bill Biewenga of Newport, Rhode Island, will crew this go-around. Departure is currently scheduled for January 11.

**SAUSALITO** — You hear 'Wolf!' shouted enough times, it gets so you hardly pay attention anymore. That about sums up our reaction to the recent revelation that Marin County Supervisor Al Aramburu has secured federal funds to the tune of \$2.5 million to remove the drydock 'community' from the middle of Richardson Bay. The argument that finally won over the Department of Housing and Urban Development: that the docks pose two major threats to the communities on and around Richardson Bay — navigational and safety hazards for boaters, and "the docks are a haven for drug trafficking and other illegal activities," says Aramburu. No timetable has been announced.

Ever since the docks were floated into their present position in 1966, numerous attempts have been made to remove them, including lawsuits, fires and unsuccessful salvage operations. Which is why we say we'll believe this one when we see it. Next thing you know, they're going to tell us they're removing the Berkeley Pier. Hah!

# STAR WARS:



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You couldn't swing a dead cat at the 1992 Star Worlds, held October 11-16 at the St. Francis YC, without hitting a past, present and probably future Olympic medalist or world champion. For those of us who can count the number of times we've participated in national and world championships on one hand, it was heady to realize that in one parking lot you had Paul Cayard, John Kostecki, Mark Reynolds, Vince Brun, Robbie Haines, Craig Healy and Kimo Worthington. And those were just the superstars from California! Other American heavies included Bill and Carl Buchan, Joe Londrigan and John MacCausland. Brazil's Torben Grael, Canada's Ross MacDonald, Italy's Roberto Benamati, Denmark's Benny Anderson and



Above, 1992 Star World Champions Carl Buchan and Hugo Schreiner. Spread, a 'galaxy' of Stars converges on the weather mark.

Germany's Alexander Hagen rounded out the collection of big names for the event. Not surprisingly, for the rest of the

# THE 1992 STAR WORLD CHAMPIONSHIPS



members of the 53-boat fleet, getting into the top 15 in any given race was a minor miracle of sorts. Scoring in the top half of the fleet could be considered a lifetime achievement. And for some, just finishing after horsing the 22-foot, 1,480-pound sloops with their giant mains and noodle masts around the 10-mile course on the choppy Berkeley Circle deserved a beer and a trip to the sauna to recuperate.

This was the second time in their 20-year history that the Stars have come to San

**"The Star is the most interesting boat to tune, like a violin. The best sailor is the one who knows the rigs."**

Francisco for their World Championships. The earlier version, held in 1978, drew a humongous fleet of 99 entries. This year's drop-off in attendance seems to have resulted from several factors: some European sailors had spent all their money trying to make the Olympics in Barcelona; the soft economy discouraged others from spending theirs on making the trip to San Francisco; and some sailors who had been here in 1978 didn't want to have to sail (i.e., hike) all the way home from the Circle to the Cityfront every day. Boy, some guys just don't know what fun is!

# STAR WARS:

The Star Class, which is the only sailing class to have been dropped from the Olympics (in 1976) and then reinstated four years



later because it was so popular, thrives on its diehard membership. Those who sail the boat say it's one of the sweetest sailing experiences you can have and, year after year, the competition remains the best in the world.

Steve Gould, for example, grew up sailing Mercurys in Carmel but while attending UC Berkeley in the early 1970s he became intrigued by the Star. He chartered an aging wooden boat from the Western San Francisco Bay Sailing Association in 1971 and started up the steep learning curve that each Star sailor has to ascend at one point or another. "I remember racing on the Bay on a Saturday and going home to collapse at 7 p.m. and then getting up and doing it again all day Sunday," he says.

Steve, now a San Francisco attorney, tried some other boats but came back to the Stars in 1977. By the next year, he'd gotten a boat of his own to campaign at the '78 Worlds on the Circle. By then, he admits, he was hooked. "It's an incredible boat to sail and the class organization is very strong," he adds. "It's hard to go back to anything else

*What do football, pro wrestling and Star boat sailing have in common? Big guys on the crew. Left, John Kostecki and George Iverson. Right, Phil Trinter and Joe Londrigan.*

**A**s a development class, the Star has adapted to change. The hull remains basically the long, hard-chined narrow box that Francis Sweisguth drew back in 1911. (It was originally called the "Big Bug"—fortunately, someone had the foresight to change the

name a few years later). The rig, however, has evolved into a flexible and highly sensitive affair that demands constant attention. "The Star is the most interesting boat to tune, like a violin," says Andy Zawiaja, the Polish ex-Finn sailor who has become one of the world's better coaches—he helped Mark Reynolds win the gold and American Finn sailor Brian Ledbetter win the silver at Barcelona. "The best sailor is the

*For a while there, it looked like Paul Cayard and Steve Erickson had everybody's number.*

**"The Star is a pretty complex boat. How well we do depends on how fast we can regain our stride."**

after a while." Gould has sailed in eight World Championships since then, not to mention numerous regional events. He also took fifth in the recent American trials for the 1992 Olympics.



# THE 1992 STAR WORLD CHAMPIONSHIPS

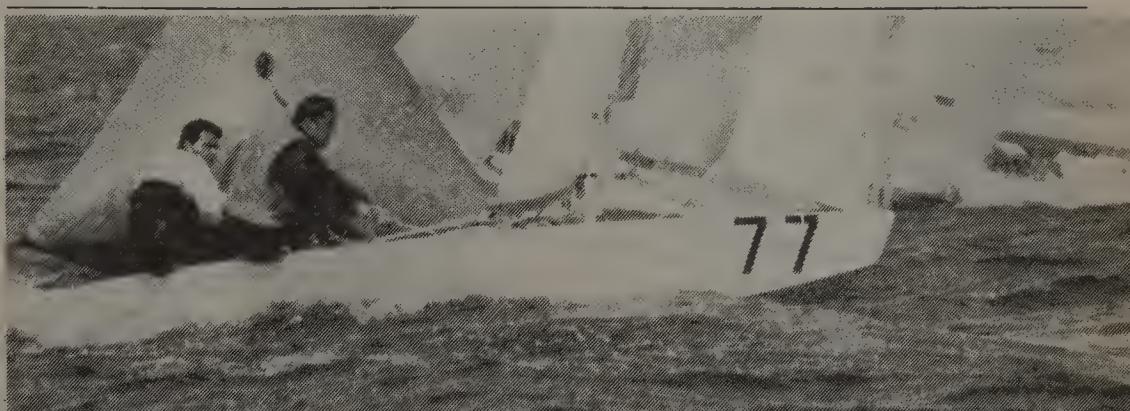
ALL PHOTOS LATITUDE 38

one who knows the rigs."

There were more than a few candidates for that category at the worlds. The Canadian brothers Ross (who won a bronze at Barcelona) and Bruce MacDonald jumped off early with a win in the opening race. Paul Cayard, who now lives in San Diego but who's planning to return to Italy for another America's Cup campaign, came back from 14th place to win the second heat in the kind of 18 to 20-knot winds he and crew "Stevie Wonder" Erickson like so much. Meanwhile, John Kostecki, sailing on his home waters, put together a pair of top-five finishes to lead overall on points.

Kostecki, the former *wunderkind* of the Richmond Yacht Club junior program, is a relative newcomer to Star sailing. After deciding last year that sailing for Bill Koch's 'Cuben' program wasn't his cup of tea, John decided to give the Star Olympic berth a try. "The Star class has always had the great sailors coming out of it — guys like Blackaller, Conner, North, Melges and Eivstrom. Everyone spoke so highly of it," he says, "that I've always wanted to sail the boat."

With a couple of Soling world titles and



silver medal to his credit, Kostecki wasn't exactly a neophyte. Still, he's found the Star to be "the most physically demanding boat I've ever sailed." Unlike the three-person Soling, the two-man Star requires that both crew and skipper hike in a breeze. The driver

*Despite phenomenal boathandling, fouls knocked 1980 world champ Torben Grael of Brazil out of the running in '92.*

here, we won't get funding from our national sailing authority next year."

As if to redeem himself, Grael came out smoking for race four. The soft-spoken Brazilian, who won the Worlds in 1980, has mastered the art of reaching in a Star. After rounding the first weather mark in fifth place, he turned on the afterburners, passing the four boats ahead of him and putting 300 yards on gold medalist Mark Reynolds in the process! Unfortunately, Grael tapped Reynolds' hull before he pulled away — earning himself another 60-point DSQ instead of the 'zero' score he would have earned for a clean win. Grael's demise let Paul Cayard move to the head of the list for both the race and the series lead.

**"I set the timer  
on my watch after  
the start  
and tell Phil he has  
to stay out there  
until the beeper  
goes off!"**

also has to trim and adjust the main both upwind and down while the crew uses his body weight to keep the boat upright. Off the wind, says Kostecki, Stars are fun to sail because, like a Laser or Finn, they're so light and have so much sail area.

The intensity of the Worlds began to pick up after the third heat, when two former world champions, Alexander Hagen of Germany and Torben Grael of Brazil, were disqualified after finishing first and third respectively. They both got tossed for ooching and rocking their boats in violation of Rule 54 of the international yacht racing rules. There had been no warning to the competitors from the international jury about strict enforcement of the rules, and no one could remember such a thing happening at a world championships before. Many sailors were unnerved, to say the least. Hagen and Grael, who had to count the 60 points that went with the DSQ, were downright pissed.

"Both Torben and I spent \$12,000 of our own money to get here," said Hagen, who won the Worlds in 1981 and has been to 12 championships in his career. "We have no chance now, and without a good placing

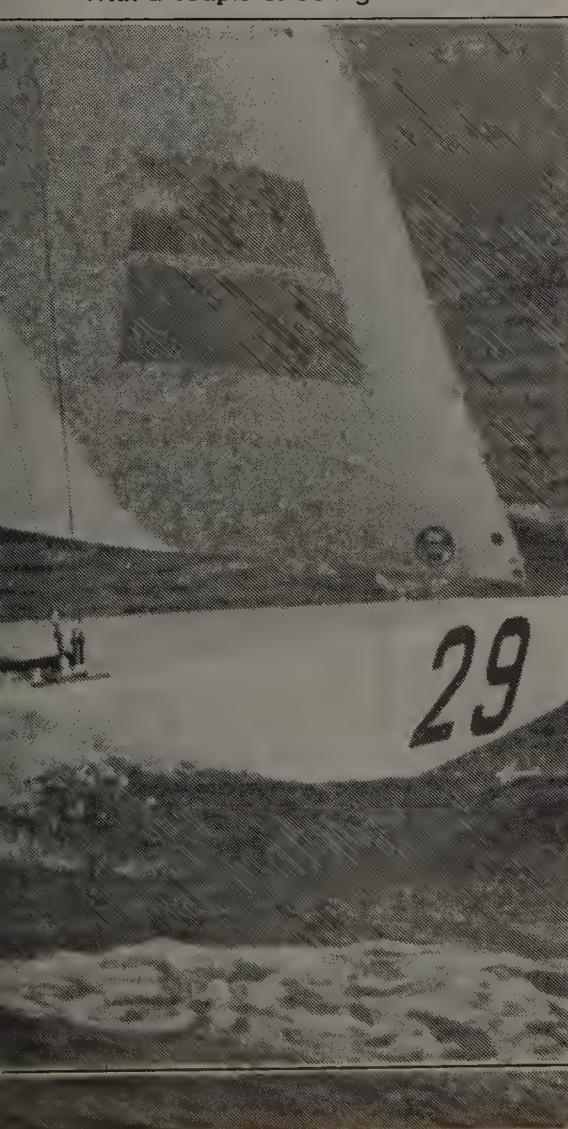
**"P**aulo Cayardini", as he's known among his Italian friends, hadn't spent much time in a Star since the World Championships in 1989. Except for the qualifying races for this year's Worlds, Paul figured he'd spent about two days sailing Stars. Erickson, who was Cayard's crew boss for the *Il Moro di Venezia* campaign, had likewise put in few



*Like all pros, post-race performance analysis was intense for Pete Fennelly, left, and skipper Kimo Worthington: "What? We lost? It's all his fault!"*

hours hanging over the rail of a Star. Nevertheless, with their combined expertise (Erickson won the 1984 Olympic and 1985 Worlds

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# STAR WARS:

with Bill Buchan and the 1988 Worlds with Cayard) gave them a seat in the front row.

"The Star is a pretty complex boat," admitted Cayard, "and it takes awhile to regain some of the habits you need to sail one well. How well we do will depend on how fast we can regain our stride."

In race five, it wasn't Cayard but Grael who finally found his stride. Once again the Brazilian sailed away from the fleet on the reaches and took the first place gun, this time for real. Second went to Joe Londrigan,

whose consistent top ten finishes up to that point put him in the series lead for the day, with Cayard breathing down his neck.

**L**ondrigan isn't a dockside name in sailing, certainly not one you'd mention in the same breath as Cayard, Kostecki and

Buchan. Actually, the 28-year-old, 165-pounder from Springfield, Illinois, is just a devoted Star sailor who has racked up two consecutive North American titles over the past two years. He's got a boyish grin and a pleasing, open personality that you don't often find in the top rung of competitive sports. He comes from a family of Star sailors; his dad and his two brothers have all sailed against each other on Lake Springfield for years. In fact, Joe had his mom Carol crew for him to qualify for the San Francisco Worlds. When she balked at the idea of putting on a extra 100 pounds to make the team competitive, Joe had to go out and recruit a 6'5", 265 pound football player from Indiana University to take her place.

**W**hat Grael did to the fleet off the wind, Londrigan, who now works as a sailmaker in San Diego, did to them upwind. Part of his secret was getting crew Phil Trinter to hike straight-legged for a full minute off the starting line instead of the normal droop hiking. "You really need to accelerate off the line in order to get out ahead," says Joe. "I set the timer on my watch after the start and tell Phil he has to stay out there until the beeper goes off!"

The dramatic finale appeared to be a showdown between the midwesterner Londrigan and the high-profile Cayard, with Kostecki, Ross MacDonald and Carl Buchan lurking in the background. The scene at the hoist where the boats put in for the day was charged with tension as Cayard and Erickson spent a good 15 minutes cleaning and soaping their hull for that extra go-fast edge. For effect (although he says it was just a decision to try a different sail), Cayard raised his main with the gold star on it — an honor bestowed only upon those who've won a World Championship — instead of the red star he'd been using all week. Then he headed out for the course before anyone else left the harbor.

Lighter winds met the fleet as they headed up the Berkeley Circle from the El Cerrito shoreline. Londrigan went right after the start, hoping to catch the favorable slant that usually prevails on the Circle. Cayard followed suit for a while, then noticed that the left was paying off big time and dug out on starboard tack. At the weather mark, Cayard was 13th, far enough ahead of Londrigan who was buried in 35th place. Kostecki was right behind Cayard, but to win he had to finish first with Cayard tenth.

As with the America's Cup earlier this year, many among those watching the Worlds were rooting for Cayard, who grew

## 1992 Star Class World Championship

Skipper/Crew	Country	1	2	3	4	5	6	Total
1. C. Buchan/H. Schreiner	USA/Seattle	3.0	21.0*	5.7	18.0	11.7	0.0	38.4
2. J. Londrigan/P. Trinter	USA/San Diego	15.0	8.0	3.0	10.0	3.0	28.0*	39.0
3. P. Cayard/S. Erickson	USA/San Diego	20.0*	0.0	10.0	0.0	15.0	17.0	42.0
4. R. Benamati/G. Devoti	Italy	18.0	10.0	60.0*	3.0	8.0	5.7	44.7
5. M. Reynolds/H. Haenel	USA/San Diego	10.0	15.0*	15.0	11.7	10.0	3.0	49.7
6. J. Kostecki/G. Iverson	USA/San Francisco	8.0	5.7	13.0	14.0*	14.0	11.7	52.4
7. R. MacDonald/B. MacDonald	Canada	0.0	20.0	14.0	19.0	5.7	60.0*	58.7
8. H. Vogt/J. Fricke	Germany	21.0	18.0	0.0	60.0*	17.0	8.0	64.0
9. V. Brun/M. Dorgan	USA/San Diego	23.0	3.0	18.0	16.0	13.0	32.0*	73.0
10. J. MacCausland/G. Miller	USA/New Jersey	13.0	17.0	11.7	17.0	16.0	30.0*	74.7
11. B. Andersen/M. Just	Denmark	14.0	28.0	8.0	60.0*	22.0	10.0	82.0
12. K. Worthington/P. Fenneway	USA/San Francisco	22.0	11.7	19.0	13.0	21.0	29.0*	86.7
13. W. Fritz/U. Seeberger	Germany	16.0	16.0	20.0	25.0*	25.0	14.0	91.0
14. H. Wallen/T. Dendy	Sweden	25.0	25.0	21.0	5.7	43.0*	19.0	95.7
15. R. Haines/R. Kinney	USA/Newport Beach	17.0	19.0	60.0*	8.0	18.0	38.0	100.0
16. C. Healy/T. Horvath	USA/San Francisco	24.0	30.0	16.0	21.0	60.0*	13.0	104.0
17. T. Rey/A. Stookey	USA/New York	26.0	35.0*	22.0	20.0	20.0	23.0	111.0
18. R. Sandstrom/M. Marcel	USA/Massachusetts	31.0*	22.0	17.0	23.0	23.0	27.0	118.0
19. V. Hoesch/R. Stark	Germany	30.0*	26.0	23.0	24.0	19.0	26.0	118.0
20. J. Heilmich/D. Schwartzel	Germany	34.0	27.0	60.0*	22.0	24.0	16.0	123.0
21. S. Gould/M. Ratiani	USA/San Francisco	32.0*	24.0	28.0	32.0	27.0	15.0	126.0
22. B. Buchan/C. Rogers	USA/Seattle	27.0	33.0*	25.0	27.0	31.0	18.0	128.0
23. A. Hagen/T. Olsen	Germany	19.0	14.0	60.0*	15.0	26.0	60.0*	134.0
24. R. Adams/C. Nevel	USA/Illinois	29.0	34.0*	30.0	29.0	29.0	22.0	139.0
25. D. Smith/M. Dalton	USA/San Francisco	33.0	32.0	24.0	26.0	35.0*	24.0	139.0
26. B. Mitchell/B. Stump	USA/Los Angeles	35.0*	31.0	31.0	28.0	28.0	25.0	143.0
27. T. Grael/M. Ferreira	Brazil	11.7	13.0	60.0*	60.0*	0.0	60.0*	144.7
28. G. Szabo/J. Palocz	USA/San Diego	28.0	29.0	26.0	60.0*	41.0	21.0	145.0
29. P. Siemsen/A. Lekszycki	Brazil	5.7	23.0	27.0	60.0*	30.0	60.0	145.7
30. E. Doyle/J. Bingham	USA/Mississippi	38.0	37.0	32.0	30.0	42.0*	20.0	157.0
31. J. Pieper/W. Stauffer	Germany	37.0*	36.0	35.0	33.0	32.0	37.0	173.0
32. D. Schon/M. Schon	Germany	39.0	60.0*	36.0	38.0	34.0	31.0	178.0
33. F. Miller/J. Miller	USA/Seattle	43.0	43.0	29.0	31.0	60.0*	39.0	185.0
34. K. Miller/J. Thorpe	USA/Oxnard	58.0*	44.0	33.0	39.0	39.0	33.0	188.0
35. F. Berg/L. Hall	Denmark	42.0	38.0	39.0	35.0	45.0	60.0*	199.0
36. M. Nixdorf/R. Eckel	Germany	52.0*	45.0	38.0	42.0	40.0	35.0	200.0
37. R. Roeilenbreg/M. Salani	Germany	45.0	40.0	43.0	37.0	38.0	60.0*	203.0
38. S. Lehner/D. Melissner	Germany	50.0	39.0	40.0	34.0	60.0*	41.0	204.0
39. M. Upson/A. Stiewing	USA/Seattle	41.0	60.0*	37.0	60.0	36.0	34.0	208.0
40. M. Laznicka/R. Pearce	Czechoslovakia	46.0*	46.0	42.0	36.0	46.0	40.0	210.0
41. A. Kieln/R. Peters	USA/San Francisco	47.0*	47.0	44.0	40.0	37.0	44.0	212.0
42. D. Campbell/P. Dion	Canada	36.0	41.0	34.0	60.0*	60.0	60.0	231.0
43. R. Van Wagner/C. Nielsen	USA/Florida	49.0	49.0	45.0	47.0	50.0*	42.0	232.0
44. L. Farrar/M. Iverson	USA/Colorado	53.0	52.0	48.0	60.0*	44.0	38.0	233.0
45. R. Anderson/S. Huntington	USA/San Francisco	40.0	60.0*	41.0	60.0	33.0	60.0	234.0
46. G. Hobiger/R. Ulrich	Austria	48.0	48.0	46.0	44.0	48.0	60.0*	234.0
47. K. McNeil/S. Zwingelberg	USA/Maryland	44.0	42.0	47.0	43.0	60.0*	60.0	236.0
48. O. Schmid/R. Kueng	Switzerland	51.0	50.0	52.0*	41.0	51.0	45.0	238.0
49. O. Ziegelmeyer/P. Gurr	Germany	54.0*	54.0	51.0	45.0	47.0	48.0	245.0
50. T. Szeptyl/L. Hevesi	Hungary	57.0*	51.0	53.0	46.0	52.0	43.0	245.0
51. B. Teitge/C. Henry	USA/Michigan	56.0*	53.0	49.0	48.0	49.0	46.0	245.0
52. D. Parfet/B. Vandenberg	USA/Missouri	60.0*	55.0	50.0	50.0	53.0	47.0	255.0
53. H. Wirth/H. Hoferer	Austria	55.0	60.0*	60.0*	49.0	54.0	60.0	278.0

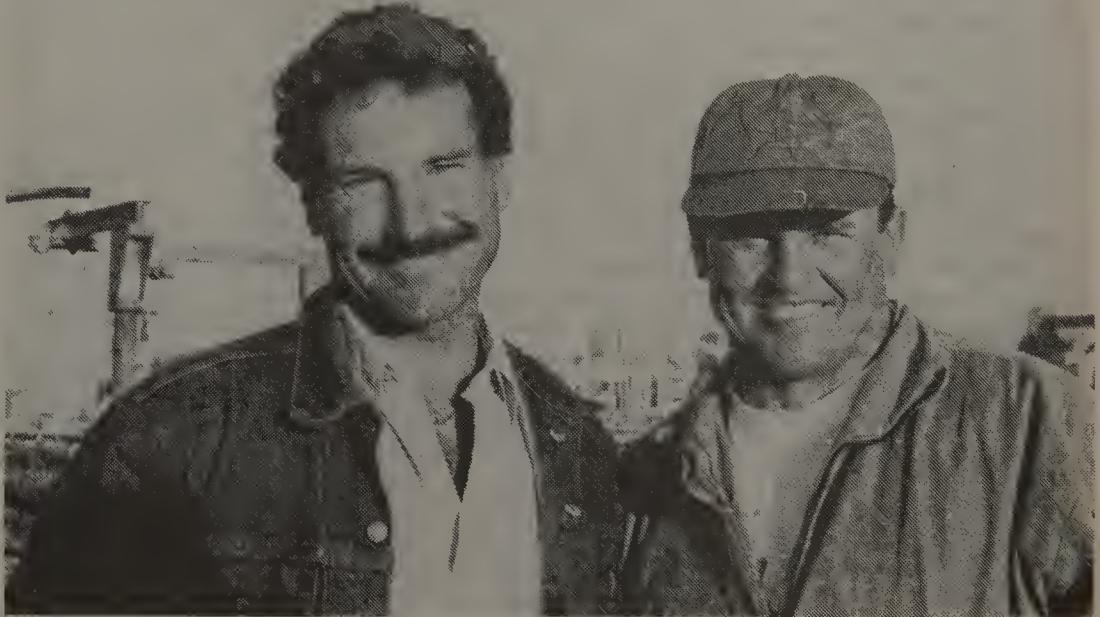
\* = throwout race

D = disqualified

# THE 1992 STAR WORLD CHAMPIONSHIPS

up and learned to sail in the Bay Area, and who still ranks as a hometown hero. It soon became apparent, however, that the real race was at the front of the fleet. Carl Buchan rounded second at the first mark, closely pursued by Mark Reynolds. The numbers showed that if Buchan could win the race and Cayard finished eighth or worse, Buchan would win overall. If Reynolds could beat Buchan, then Londigan would win because he could throw out the last race and still best Cayard on points.

If ever there was an exciting race to watch, this was it. Buchan and Reynolds chewed their way through the front-running German team of Hans Vogt and Jorg Fricke by the end of the triangle/windward part of the course. Meanwhile, Cayard was trying to dig himself out of the teens, only to get buried further when a group went off to the left while he went right on the second beat. On the run, Reynolds nipped at Buchan's heels, setting up a heartstopping final beat.



*Star sailors in every sense of the term — Paul Cayard and Steve Erickson. Despite not sailing Stars for three years, they were the only team to take two firsts in the Worlds.*

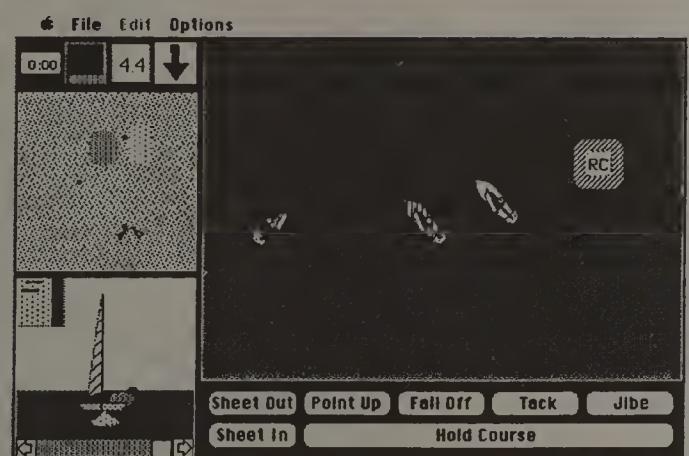
Buchan covered Reynolds all the way up and crossed the line first, taking game, set and match, although he didn't realize what had

happened until he got back to the dock.

"I'm in a state of disbelief!" said the tall, quiet Seattle sailor, who was literally shaking afterwards from all the adrenalin pumping through his body. "We were just trying to win the race and let the rest of it fall into place."

— shimon van collie

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# JUST PASSIN' THRU:

**A**uthor Robert Louis Stevenson, the original world wanderer, put it best: "For my part, I travel not to go anywhere, but to go. I travel for travel's sake. The great affair is to move."

Words to live by, as any of the international cruisers profiled on the following pages could tell you. Chances are, however, these folks are already long gone, headed south for new and presumably warmer ports. Like R. Crumb's zonked-out '60s cartoon character Mr. Natural, they were 'just passin' thru', and they 'kept on truckin''. We've got to admit we envy them.

More foreign dignitaries — most recently one each from Switzerland and Germany, and a few more Canadians — keep trickling through every day. If you've got the time, we suggest you get to know some of them. Share a beer or a cup of coffee with them, hear their tales, maybe drive them to the chandlery or the grocery store. As we found out, it's fun and worth the effort.

But hurry, the season is drawing to a close — and, anyway, true world wanderers don't stay too long in one place. They know, as Stevenson did, that "to travel, hopefully, is a better thing than to arrive."

— latitude/rkm

**Diane and Gordon Berezay, Ship of Dreams, Tayana 37, Vancouver, BC, Canada:** "We've been planning this trip since we got married 15 years ago," said the Berezays, who just retired from the working world at the relatively young ages of 40 and 37. They've lived aboard for 13 years to save money and get ready, and just recently they've set off on an indefinite cruise. They're doing it in style, with all the toys: mountain bikes, scuba tanks, ham radio, underwater cameras and more. In fact, Diane and Gordon were heading to Berkeley to get a laptop computer before heading to the Delta for a few weeks. "We're headed south, but in no big hurry," they said, "We'd rather spend time here than in San Diego."



# WORLD WANDERERS



**David Bryant, Kalyara, coldmolded**  
Towson 35, Tauranga, New Zealand: "See your own country first," advises David, a marine surveyor who spent the first year of his three and a half year voyage exploring New Zealand. Subsequently, he's done a "backwards milk run" hitting all the places we'd like to visit someday in the South Pacific. Vavau, in the North Tonga island group, and Southeast Alaska are his two favorite places; Fijians are his favorite people; Hawaii ranked among his few unpleasant experiences to date. Bryant, pictured here in his trusty \$150 'inner tube' ("No one would think of stealing it!") is currently looking for a crew to sail back (downwind this time) to New Zealand with him — see *Classifieds* if you're interested.

From left, **Victor Boukhalski** (captain), **Vladimir Kondakov** (mate) and **Nikolai Grobov** (engineer), Capitan Panaev, 45-ft Polish IOR boat designed for the 1975 Admiral's Cup, Nakhodka, Russia: "The switch from socialism to capitalism means we have to pay to go sailing now. Before, we were paid to sail, and would get two months vacation when we returned," explained Victor. To finance their two year circumnavigation, the trio got sponsorship money from two sources (Nakhodka Condiam and Committee Free Economic Zone) and sold their cars to raise money. They were staying at Oakland YC ("Very nice people") while recovering from their 39 day upwind trip from Russia. San Diego and Acapulco are next: "We're just happy to be here," said Vladimir. "It's getting very cold back at home!"



# JUST PASSIN' THRU:



**Marc Chedotal, Laurence Pelletier and 'Boa Vista'** (their cat from Africa), *Rantanplan*, homebuilt steel Guy Saillard 38, Brittany, France: "Every place is different; each is special in its own way," said Marc and Laurence, who've been 'on the road' for 10 years now. Among their favorite places are Alaska ("Very wild and beautiful") and, interestingly, Haiti and Brazil. Like many long-term French cruisers, they sail two years and then work one. "There are French territories everywhere," explained Marc, "so making money isn't really a problem for us. We're off to French Polynesia next, by way of Mexico." They found the Bay Area beautiful, but a bit expensive and overcrowded: "We arrived on the Saturday of Fleet Week," said Laurence. "We've never seen so many boats!"



**'Herman'** (the Windvane), **Stuart and Sue Robb**, *Wild Chorus*, 1962 wooden Sterling 28, England: "We believe in keeping things pretty simple," said the budget-conscious Robbs, whose only concession to the electronic age is a recently purchased GPS. Prior to that, virtually all of their six and a half year, 35,000 mile voyage was accomplished with only a sextant. 'Keeping things simple' includes sailing under the British flag, instead of the flag of their home port, Cape-town, South Africa. "Sue's actually a British citizen, and it's a politically easier situation in most ports," admitted Stuart. The Azores, Turkey and Lake Superior (where they spent a freezing cold winter on the hard in Duluth, Minnesota, before trucking their boat to Anacortes) are their favorite places — their open-ended trip will take them to the South Pacific next.



**Kirsten Thomsen and Kim Mathiesen, Lua, 34-ft custom boat built for the '76 OSTAR, Graasten, Denmark:** "Most European cruisers do a one year lap around the Atlantic and then go back to work," said Kim and Kirsten, who've been cruising for six years and 60,000 miles now. "It's rare to run into other Danes over here." Lua's travels have taken her to the Falklands ("Our favorite place, we stayed a year. We like fresh air — the tropics are too hot for us!"), around Cape Horn (they saw 100 knots of wind briefly), Down Under, the '91 Melbourne-Osaka Race, Alaska and everywhere in between. Reluctantly, the Danish duo is heading home through the Panama Canal. "We'll work for a while and then go cruising again in a bigger boat," they said.

**Susan (12), Mary (9), Gillian and Robin Brink, Precious Mettle, homebuilt aluminum Brewer Atlantic 45, Capetown, South Africa:** "We never make plans in advance. We're not sure where we're going next, other than somewhere south," said the Brinks, who left Capetown 14 years ago on their previous boat, a 34-footer called *Vemvaan*. "We're not going back to South Africa, but not for any political reason. This is our home now, and this is how we like to live." They just spent two years in LaConnor, Washington, building their new boat. Both children attended a 'real' school there for the first time, getting straight A's. "The best part about cruising isn't the sailing, it's meeting new people and exploring new places," said Gillian, who ranks the South Pacific at the top of their personal list so far.

ALL PHOTOS LATITUDE 38



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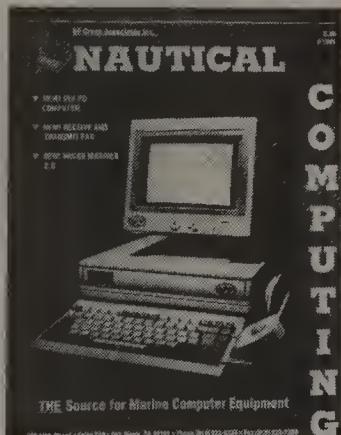
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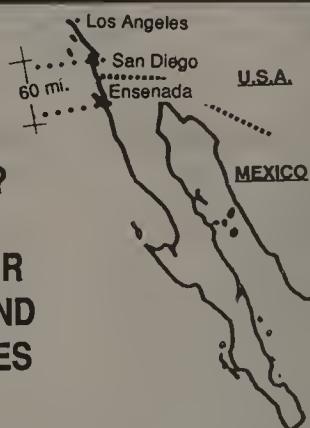
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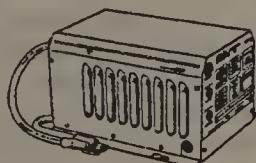
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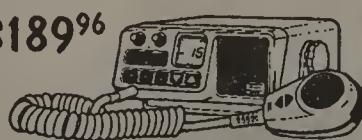
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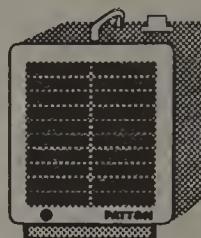
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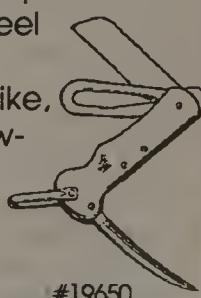
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# MANIFESTLY UNSAFE VOYAGE —

**E**xactly one year ago this month, we ran a *Sightings* article entitled "Manifestly Unsafe Voyage." It had to do with a fellow we nicknamed 'Joe' (not his real name) and the 32-ft *Signal of Peace*, a sailing craft he had designed and built himself with the

you're one of those who have already unequivocally made up their mind, try to keep an open one as you go over the material in

with 'manifestly unsafe voyage' as it applied to recreational boats and had no idea an MUV was going to be issued against *Signal* — we'd like to say a few words in our defense. Because if we had it to do all over again knowing then what we know now, we'd probably make a deliberate call to the Coast Guard even earlier.

• Like it or not, *Latitude* has never been a completely passive observer of the Northern California sailing scene. Nor has anyone ever accused us of being overly objective. In case you haven't noticed, opinions flow pretty freely around here, and our opinion, *Signal of Peace* was an accident waiting to happen.

What are our qualifications for making such a judgment? Well, for starters, 15 years of promoting cruising by writing about hundreds, maybe thousands, of sailors who have fulfilled their sailing dreams on boats of all sizes and descriptions. In addition, we organize several cruising-oriented events every year during which we have a chance to talk to scores more cruisers — the *Crew Lists*, the current *Some Like It Hot California to Mexico Cruisers Rally* and, in the early years, *Sea of Cortez Sail Week*. Finally, when you total up all the sailing that current staffers have done, it spans tens of thousands of sea miles, most of the world's cruising grounds and probably a half-dozen years of live-aboard cruising experience starting back in the early '70s. In all that time, we've seen lots of 'iffy' boats and talked to lots of people of limited means and experience, but none that have set off the mental alarms like Joe and *Signal of Peace*.

To expand a bit on this last point, we've found that in sailing, unlike mathematics, a negative and a positive quite often make a positive. In other words, cruisers of limited experience can often do fine on well-found boats that forgive all but the worst errors. We've also written about very experienced sailors who have gone to sea in boats that we wouldn't take across the Bay, such as Kenichi Horie who successfully piloted a 9-foot boat from San Francisco to Japan in 1989.

But two negatives, in our estimation, almost always make a negative. Joe openly admitted he had no sailing experience whatsoever, had never been aboard a 'real' sailboat and had never been out on the ocean. "Sailing is something I can learn along the way," he said, or words to that effect. Further, in designing *Signal of Peace* (and as you can see from the photo), Joe apparently cast convention to the wind, seeing no reason to incorporate hardly any facet of naval architecture developed in about the last 10,000 years. The result — again, in our opinion — is the most unseaworthy sailing

intention of crossing the Pacific. During the interview, our staffer became so concerned about Joe's lack of experience and (in the staffer's opinion) the glaring shortcomings of the boat, that he mentioned it to the Coast Guard. They inspected the boat and issued a 'manifestly unsafe voyage' decree against it. This meant that Joe could not leave until he corrected, in this case, six major inadequacies. If he left anyway, he would have been subject to harsh civil and criminal penalties amounting to thousands of dollars and up to a year in prison. Joe chose not to correct the problems and did not attempt to sail *Signal* out of the Bay. The last we heard, he was back home in Arizona.

For many readers, however, that was far from the end of the story. The letters started coming in immediately and have not stopped yet. What surprises us is not that opinion is currently running about two-to-one against our actions, but the vehemence with which those arguments have been expressed — "jerks", "assholes", "dweebs", "misguided fools" and "idiots" are a few of the nicer names we've been called regarding this *Signal of Peace* business.

The crux of the disapproval seems to be this: if somebody with no experience wants to go to sea in an unproven, unsafe boat, let him go — he gets what he deserves. Jim Evans' letter, received just last month and reprinted at right, is perhaps the most articulate and entertaining example of this argument we've received to date.

The most common accusation hurled our way is that we had overstepped our bounds, and in doing so denied Joe his 'freedom of choice'. The most creative? — that we're "interfering with Darwinian evolution."

We don't think it's all that simple. But we do think it's important. Which is why we've resurrected and refocused on the controversy surrounding *Signal of Peace*. So unless

'Signal of Peace.'

the next four pages. Then, please, fill out the 'opinion poll' and send it in. We really would like to know what you think.

## How the Decision Was Made

A lot of letter writers have apparently read into the original article things which were not there. (If you're that interested, copies may be had by sending \$1 and a self-addressed, stamped envelope to *Signal*, P.O. Box 1678, Sausalito, CA 94966.) So to begin with, some clarifications.

First off, although there was some office discussion on the subject, the MUV ruling issued against 'Joe' and *Signal of Peace* resulted from the actions of one *Latitude* editor, the one who did the interview and wrote the story. Prior to his conversation with the Coast Guard, there was no consensus of opinion here in the office — and certainly no 'conspiracy' of the entire staff to rake Joe over the coals. In fact, several other staffers expressed the same opinion as some readers: "Let him go."

Secondly, the staffer in question did not "go squealing to the Coast Guard", as one writer put it. In fact, it was several days later, while on a totally unrelated call to the Coast Guard, that he ended the conversation by expressing concern over *Signal of Peace*. As best he recalls, the exact quote was, "He's leaving Saturday morning. If you guys could have a boat out to just look him over, it'd make me feel better." The Coast Guard took it upon themselves to assemble a team and personally inspect *Signal of Peace* the very next morning.

**N**ow, although our part turned out to be unwitting — we were only tacitly familiar

# RETURN TO THE SCENE OF THE CRIME

Dear Latitude,

I imagine after all this time you probably wish this *Signal of Peace* business would finally just go away. For me it just won't go away. Every time I read your magazine, I say to myself, "How could these guys be so 'right on' about most things and be so completely wrong about the *Signal of Peace*?"

If you guys were just individuals, one or two or even a dozen people, I would have forgotten about the *Signal of Peace* months ago. To tell the truth, I don't give one hoot about 'Joe' and his boat. What concerns me is you guys. You folks have a magazine; you influence thousands and thousands of people and what we absolutely don't need any more of is this attitude where, "We're so intelligent and we're so informed that we know what's best for our brother." Even more, "We know what's best for our brother and we're obligated to save the poor s.o.b. whether he wants to be saved or not." This is so much bullshit that I'm going to do my level best to explain how things really are.

First of all, let me give what Joe was doing a name. I'll call it the 'stupidity adventure business'. The reason the *Signal of Peace* business keeps coming back to haunt me is that I, too, am in the stupidity adventure business. I'm not big league like Joe or that fellow from California that tied all those helium-filled weather balloons to his lawn chair and flew around with a BB gun in his lap. These guys, as far as I'm concerned, are the titans of the entire stupidity adventure industry. Compared to them I consider myself real bush league. Still, there have been many, many people who have said the same things to me that you folks said to Joe.

"So you're making boats out of inner tubes to float down the Colorado River, are ya? Why don't you learn a little about river running before you try that? Try your boats out on a mellow river like the San Juan before you plop them in the water at Lee's Ferry at 3 a.m." That's what the reasonable people said. The unreasonable people said, "You'll kill yourselves, you'll kill yourselves."

To put this in perspective, in the stupidity adventure business, going down the Colorado on inner tubes for your first river trip is about equivalent to tying a rope around that lawn chair to keep you from going more than 10 feet in the air. Definitely bush league stuff. Still, many knowledgeable river runners thought it was very stupid.

I can still hear the next instance echoing in my mind. "Go around the Farallones with Commodore Tompkins, go around the Farallones with Commodore Tompkins."

The next thing I did that was considered unanimously stupid by all the gawkers hanging around the beach was take a banco boat 3,000 miles around the Philippines using only a 99¢ compass and a road map. On the stupidity adventure scale I'd rank this one right up there with letting out about 15 or 20 feet of slack on the lawn chair — if you fell out you might break a bone or two but you wouldn't die. That's the reality of it looking back, but on the beach, before we left Boracay Island, you couldn't believe the bullshit we heard. "You don't know anything about boats. You come from the desert, you don't know anything about the ocean. You have no charts. Your compass is a joke, blah, blah, blah."

Most of the people telling me this were Europeans and what I told them was this: "I'm an American, mister. We put a man on the fucking moon. There is nothing in this world that an American can't do!" You say this in a loud enough voice and I guarantee the Krauts will leave you alone.

Now to the point I think you guys don't quite understand — why we didn't hire a Philippine version of Commodore Tompkins to teach us at least something before we blasted off. The less you know the better off you are. You see things with fresh eyes. It forces you to pay attention. You completely stop daydreaming. You become really alive. This is what "Joe" would have experienced had he sailed out the Gate on the *Signal of Peace*.

The last thing I did that people unanimously concluded was stupid was to buy a 16-ft boat, take it straightaway down to Kino Bay, set up the mast, plop it in the water and head for La Paz on its maiden voyage. Before I left home I heard the exact same crap. "Take the boat to a lake first. Learn how to sail before you take off alone in a 16 foot boat in the Sea of Cortez."

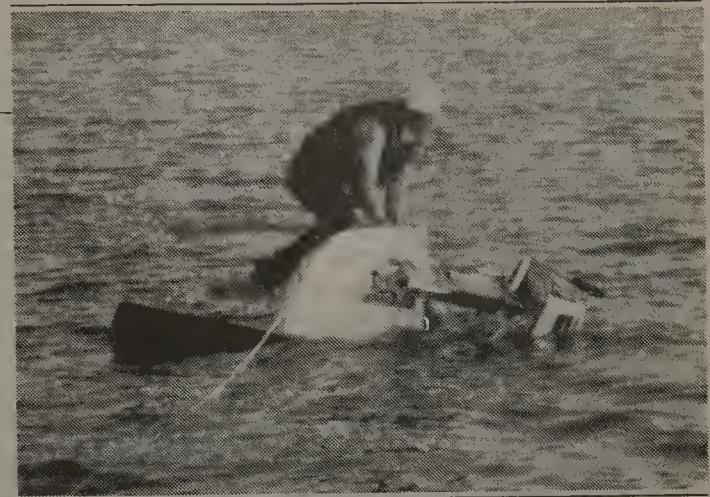
In the stupidity adventure business, I would rank sailing from Kino Bay to La Paz — when the sum of your sailing knowledge comes from reading *Tristan Jones* — right up there with letting out about 50 feet of rope on the lawn chair. If you fall out of the chair you're probably a goner — unless you're hit by some freak, small tornado, in which case you might be all right.

So now here I am, back in Arizona getting the little *Balboa 16* ready for, like I tell my friends, "a little offshore work." I intend to sail the little bugger to South America.

Now I know I'll hear the same crap when I get to Florida. "You're stupid, you're stupid, you'll die, you'll die, you'll die!" And they might be right! I might get out there in the Gulf Stream with the wind blowing about 50 knots out of the north with all that current pouring up out of the south and I might very well say, "My God those guys were right! This is probably exactly the reason you don't see too many *Balboa 16s* out doing bluewater cruising. This frigging piece of crap is a lake boat!"

I could very conceivably discover this. The point is, it's my decision to make. It's not your decision, or the Coast Guard's decision, or my grandmother's decision . . . IT IS MINE! I was born an American, I have an American passport and I have the inalienable right to do whatever I damn well please with my life.

And that's the bottom line. And it doesn't just apply to me. It applies to every American. It even applies to Joe. No matter what you guys do to try to change things, in my mind America will always be "The land of the free and the home of the brave," no matter how well informed you are.



COURTESY JIM EVANS

This man wants to sail this boat to South America.

craft we've ever seen anywhere.

• Credibility is the holy grail of any publication. By 'doing nothing' and blithely reporting this story as though nothing were amiss, we'd have violated that credibility on two counts — by promoting an obvious untruth to anyone with any boating experience, and by encouraging other half-cocked attempts.

Credibility — and responsibility, and authority and probably a half-dozen other values that many of you have come to associate with what we do here — also prevented us from just ignoring this story: Just as we hold well-prepared people and boats up as positive examples, there is just as much to be learned from examples of what you should not do. There have certainly been few vessels as consistent in this respect as *Signal of Peace*.

• Part of our *raison d'être* is to promote safe sailing. We've never felt this responsibility stopped on the printed page.

• Let's face it, this "gets what he deserves" thing hasn't held water as an argument since about the Bronze Age. Would defenders of this logic also stand idly by while someone tried to check the gas tank on their car with a lighted match? While a falling-down-drunk friend got in his car and drove off. We hope not.

• We're selfish. We like writing about the positive aspects of sailing more than the negative. We abhor more than anything else writing about sailors who die preventable deaths. Call us smug self-righteous bastards if you have to, but we're relatively sure we helped prevent a needless fatality in this case.

• Almost all the 'opposed' letter writers spend a lot of time invoking the phrases 'freedom of choice' and

Cheers!  
Jim Evans  
Flagstaff Arizona

# MANIFESTLY UNSAFE VOYAGE —

U.S. Department  
of Transportation



United States  
Coast Guard

Commander (d1)  
Eleventh Coast Guard District

501 U. S. Ocean Blvd.  
Suite 7460  
Long Beach, CA  
90822-5399

Mr. Daisuka Kikuzawa

I am relieved that you have been rescued and that a foolish and self-serving venture is over. The risk of the voyage of the Wild Sheep of Arcadia turning into a rescue case was far too predictable.

You were rescued more than 1,000 miles west of Cabo San Lucas on a voyage from San Francisco to Japan — 250 miles farther from Japan than when you began nearly four months before. This is testimony to the sheer folly of your undertaking.

Thanks to your EPIRB, the goodwill of the M/V Feng Shou, a good portion of luck, and significant expenditure of resources, you are alive today. By activating your EPIRB, you prompted a massive rescue effort in which I dispatched five aircraft overflights and arranged for the diversion of two merchant vessels in order to assist you. This rescue required the services of over four dozen Coast Guard and Navy personnel and required 73 aircraft flight hours. These resources were called upon at an expense of over \$250,000 to United States taxpayers.

Now, after your rescue is complete, we, and not the least of all, you, sir, must consider the consequences of your actions. In April, after learning of your attempt to cross the Pacific in a small rowing vessel, I directed a thorough examination of the Wild Sheep of Arcadia, including its design, construction, equipment and the operator's experience. I determined the intended voyage to be "Manifestly Unsafe" and prohibited the venture until the vessel met minimum standards. The determination that the vessel and voyage were manifestly unsafe was not made lightly and only after deep consideration as to the precautions necessary to prevent a distress situation. In response, you strengthened the rigging of the vessel, included greater communications capability, and roll-tested the vessel. The Wild Sheep of Arcadia was successfully capsized and re-righted in calm water under controlled conditions. These actions fulfilled the minimum standards that I authorized to impose upon the intended voyage, but these did little to promote the success of your undertaking.

I therefore retracted the designation of manifestly unsafe voyage. I did so with the deepest concern for your safety and advised in the clearest terms that you were engaged in an inherently hazardous undertaking. It was my belief that your intended voyage was certain to fail, yet I am constrained by law: the limits of my authority did not permit me to absolutely prohibit your venture.

I am thankful that you survived. I hope that in the future, I might be able to prevent a similar risk to life and property. Aside from the issues of time and money, individual rights, and who was right and wrong, what bothers me most is that you, with little regard for your own life, placed over four dozen Coast Guard and Navy flight crew personnel at risk and made them unavailable to assist others in distress.

The burden your conduct has placed on others amounts to more than mere inconvenience, expenditure of money and unnecessary risk. There is a strong and time-honored tradition within the maritime community of mutual assistance at sea. The Coast Guard, of course, champions this tradition, manifested in the selfless response of the captain and crew of the M/V Feng Shou. This custom carries with it, however, a corollary trust that mariners will act in prudence and self-reliance. By placing yourself in a predictable position of need at sea you have breached this trust and eroded the vitality of this tradition.

Sincerely,  
M.E. Gilbert  
Rear Admiral, U.S. Coast Guard  
District Commander  
Eleventh Coast Guard District

"individual rights." The choice was Joe's and Joe's alone, they say. If he died out there, too bad, better luck next time. But it was his choice to make.

Well, we say it wasn't. Not if realizing he made the wrong choice — in other words, needing rescue — involves risking other people's lives and costing large amounts of taxpayer money. And let's not kid ourselves. It's one thing to sit at the dock and say

"Yeah, I might die doing this. But it's still my choice." It's quite another when you're out there cold and scared and things are going to hell in a handbasket. All of a sudden, dying doesn't seem like such a noble thing to do anymore and you're hoping to God that your EPIRB is working and that someone's on their way out to save your hiney.

In case you haven't noticed, one of the main missions of the Coast Guard is search

and rescue. There's nothing arbitrary about who they rescue and who they don't — you're in trouble and you're reachable, the Coast Guard will try to save you any way they can. There's also that great tradition of the sea that says a mariner always helps a



'Wild Sheep of Arcadia.'

fellow mariner in trouble. Either way, many lives can be put into jeopardy to save someone who shouldn't have been out there in the first place.

(Can it suffice to say there are also a ton of moral debates that could be played out here — the 'sanctity of human life', etc? We're purposely trying to avoid turning this whole thing into a nautical Roe Vs. Wade. That misses the point, at least the one we're trying to get at here.)

## Case Study

Ironically, it is the recent adventure of another MUV recipient that makes the strongest case of all against letting such unsafe voyages proceed.

In the early stages, the impending adventures of 23-year-old Daisuke Kikuzawa and his Wild Sheep of Arcadia drew some amazing parallels to Joe and *Signal of Peace*. Both men designed and built their own vessels, both planned to depart from San Francisco Bay on voyages that would span the Pacific, and both were stopped only days before those departures took place by an MUV ruling from the Coast Guard. Even the *modus operandi* of the interruption was similar — after a pre-departure interview, a local radio station personality became so concerned about Kikuzawa's 9-ft rowing pod that he called the Coast Guard.

As with *Signal of Peace*, the MUV for Wild Sheep of Arcadia listed several 'infractions', then detailed Kikuzawa's right to correct

# RETURN TO THE SCENE OF THE CRIME

them and apply for repeal of the order. Unlike Joe, Kikuzawa persevered in taking care of these conditions. They included putting a 406 EPIRB aboard, demonstrating to Coast Guard officials that the little craft could right itself within 30 seconds from a fully capsized position, and arranging an escort vessel for the first 50 miles offshore to insure his safety through the shipping lanes. The conditions met, the MUV was rescinded and *Wild Sheep* departed the Bay in June.

On October 5, *Wild Sheep*'s EPIRB was activated. Two aircraft — a Navy P-3 and Coast Guard C-130 — were dispatched, and the pod was located 1,060 miles west of Cabo San Lucas. Buffeted by wind and waves (35 knots and 16 to 19-ft seas), the little vessel had developed a crack in the hull and Kikuzawa wanted to get off.

With several aircraft trading off 'watches' above *Wild Sheep* for the next 24 hours, the Coast Guard radioed for any ships in the area to divert and assist. The freighter *Feng Shou* and another ship answered the call. After steaming some 250 miles out of its way, the *Feng Shou* rescued Kikuzawa in the early evening hours of October 7. He was enroute to Panama aboard that ship as we put this issue together.

Coast Guard Rear Admiral Marshall E. Gilbert's follow-up letter to Kikuzawa, reprinted here, tells the rest of the story. It also pulls no punches in elucidating the Coast Guard's point of view on the subject at hand.

**F**inally, a third MUV case against a recreational craft earlier this year bears mention if for nothing else than its 'alternative' resolution.

In June, the Fifth Coast Guard district in Virginia declared Hugo Vihlen's 5½-ft sailboat *Father's Day* manifestly unsafe for a voyage across the Atlantic. The 60-year-old Floridian, a retired airline pilot, intended to sail the tiny craft from North Carolina to Bristol, England, a distance of 3,590 miles. Unlike Joe and Daisuke Kikuzawa, however, Vihlen had been 'out there' before — in a very similar boat, as a matter of fact. In fact, in 1968 he sailed a 6-ft boat 4,500 miles from Casblanca (Morocco) to Fort Lauderdale.

Vihlen hired an attorney to fight the case, but rather than wait for the outcome and lose the weather he needed, he trailered the boat to Canada and took off from there. Unfortunately — or fortunately, depending on how you look at it — strong currents and lack of wind conspired against Vihlen and *Father's*

Day, causing him to abort two starts when he didn't get any farther than 15 miles offshore before the current took him back in. Vihlen is now back home in Florida, hoping to have things legally sorted out for a U.S. departure next summer.

The point? If Joe was so all-fired intent on going to sea on *Signal of Peace*, he could easily have done it from either Canada or Mexico, where he wouldn't have to deal with the Coast Guard, Monday morning quarterback or, in some peoples' opinions, busybody sailing magazines that ought to mind their own business anyway.

And with that, the defense rests.

— latitude/jr

## WHAT DO YOU THINK?

We believe, as the Coast Guard does, that there is a 'line in the sand' that, once crossed, supercedes a sailor's right "to do whatever he damn well pleases." We also believe any individuals whose voyage is stopped deserves an objective assessment of their project's shortcomings, and the chance to correct them.

However, nothing around here is carved in stone and we've been wrong before. Now here's your chance to say so. What follows is a mini-survey that we hope will generate a more representative cross-section of opinion from our readership than is possible in a few dozen emotionally-charged letters. So even if you get no further than the first question, please take the time to fill out as much as you want of the following and send it in — additional poison pen letter optional. If you don't want to slice up this issue, make a copy or just jot your answers on a post card. It's cheaper that way anyhow.

Circle as many as apply. Attach additional comments if necessary.

1. Do you give a hoot about any of this?  yes  no  
(If 'no', you can stop now.)

2. Do you think *Latitude* overstepped our bounds by interfering with the voyage of *Signal of Peace*?  yes  no

3. Do you believe there is a point at which the 'greater public interest' supercedes someone's freedom of choice to go to sea in anything he or she wants?  yes  no

4. If yes, what individuals or organizations should have the right and/or authority to determine that point for any given skipper or boat?

Coast Guard

Other \_\_\_\_\_

5. If it were possible (it's not) for a 'manifestly unsafe voyage' recipient to have a choice — either correct the specified deficiencies to his boat or sign a waiver absolving the Coast Guard and anyone else of any responsibility to rescue him if something goes wrong — would it be something you'd support?

yes  no

6. If you thought you were the only one who realized something was seriously wrong with a someone's preparations for sailing offshore, would you:

- a. do nothing
- b. Inform him or her about how you felt
- c. Try to talk him/her out of going
- d. Offer to tow the boat out the Gate
- e. Contact the Coast Guard
- f. Other \_\_\_\_\_

AGE: \_\_\_\_\_

YEARS OF SAILING  
EXPERIENCE: \_\_\_\_\_

Mail completed answers to "Choices", Latitude 38, P.O. Box 1678, Sausalito, CA 94966 by December 15. Results of this poll will appear in the January, 1993, issue.

# MEXICO, ON 9,000

**C**ruise Mexico on \$90 a month?

Impossible as it may seem to pickled cruisers whose monthly *cerveza* tab alone exceeds a C-note, that's precisely what Jan Miller of Santa Cruz did last year. He departed singlehanded for Mexico last



**Rowing is not only excellent for your health, it saves having to waste money on gas. Margaret puts a paddle to it off Z-town.**

January aboard his *Odyssey 30 Jatimo* with \$450 in his pocket. When he returned and dropped the hook of the Santa Cruz Wharf in May, he still had a few coins jingling around in his pockets. If you're headed south on a boat and on a budget this winter, you might be interested in his story.

Miller purchased his *Odyssey 30* back in 1979, and for the next five years sailed her in the Bay and Delta, north to Drakes's Bay, south to Monterey and 50 miles out to sea. But he didn't start "pouring money into her" until after an unusual shakedown cruise to Mexico and back in 1984.

Miller left on that cruise from San Francisco on February 18 and arrived in Cabo San Lucas on March 4. He stayed exactly three days before heading back north, arriving off Santa Cruz on April 6! For most cruisers, Cabo is where a Mexican cruise begins, not ends. And seven weeks is about the normal time it takes a Northern California cruiser to reach the Mexican border, let alone complete a round-trip cruise.

As irrational as that 1984 voyage might have seemed to most, it was what Miller could afford in terms of money and time off work. Furthermore, the trip also had a greater purpose.

"That trip to Cabo demonstrated to me that *Jatimo* was not only the boat for my future sailing adventures, but might well be my home for the rest of my life," says Miller. The winning attributes of the Alberg design: inexpensive to buy and maintain, reasonably comfortable and seaworthy.

(*Jatimo*, incidentally, is not the first locally-owned *Odyssey 30* to see countless

ocean miles pass beneath her keel. Mike Lingsch, who has subsequently dominated the Singlehanded Farallones with his *Wylie 36 Alert*, did a South Pacific cruise in a similarly rigged yawl version in the early '80s. Benjamin Wells of Berkeley completed a circumnavigation with a sloop-rigged version a few years later.)

Having decided that *Jatimo* was 'a keeper', Miller spent the next three years fixing her up and cruising the California coast as far south as Catalina. "Those offshore excursions taught my girlfriend Ramona, her daughter Electra, and myself what we would need for extended ocean passages." They put the training into play in October of 1987 when the three set sail on a cruise that would take them to Mexico, French Polynesia, Hawaii and back home to San Francisco.

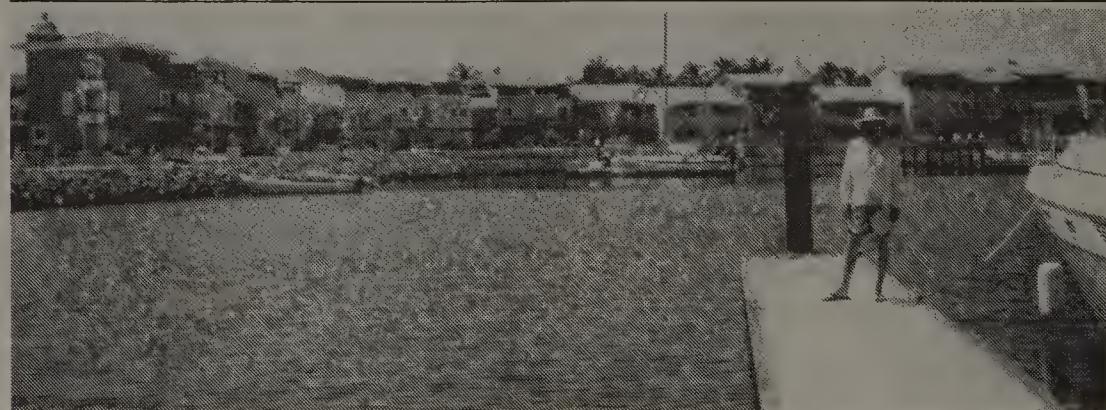
Basically, the upgrade consisted of a larger ice-box, Monitor windvane, Auto-Helm autopilot, sea hood, dodger, stern pulpit, high-volume bilge pump, rebuilt diesel, several new sails, new standing rigging, Montgomery sailing dinghy, an outboard for the inflatable, depthsounder, shortwave receiver, solar panel, EPIRB, Force 10 kerosene heater and additional ground tackle. While this may sound like a lot, it's a fairly typical list of what's required to prepare a stock boat for an offshore cruise.

"The ground tackle was particularly important," explains Miller, "because it became my 'insurance' once I left Mexico for French Polynesia." Traditional offshore insurance as offered by Lloyds was, at \$10,000 a year, prohibitively expensive. Miller was only able to 'go naked', of course, because he'd paid off his boat loan before



Individual expenses, not counting extravagant partying, was about \$100 a week per person. As noted in these pages time and again, prices in French Polynesia are unusually high.

**I**n all fairness, Miller's \$90 a month figure reflects a 'running start'. "Before entering Mexican waters, I had provisioned the boat with six months worth of rice and



**Jan at the marina in Ixtapa. Miller normally avoids marinas, but the one at Ixtapa was offering 'get acquainted' freebies.**

leaving.

Miller figures his budget for cruising the South Pacific came to about \$5,000 a year for the boat, related parts and maintenance.

packaged food, so basically all I had to buy was fresh produce, drinks and diesel." Of course, just about all cruisers do that — and still manage to spend a heck of a lot more money each month. How was Miller able to



*At the summit of Isla Socorro — it just doesn't take that much money to be sitting on top of the world. At left, Scott & Kim of 'I'n I'. Center, Lisa and Dave of 'Area', who are reading the most recent issue of 'Latitude' — as provided by Jan Miller of 'Jatimo'. Miller also took the photo.*

*be so thrifty? Here are some of his tips:*

1) In addition to packaged foods, purchase everything such as flashlights, batteries, film, cassettes, paper towels and other necessities at United States discount stores such as the Price Club. You will pay three to five times as much for U.S. products that have been imported to Mexico — even at Mexican Price Clubs such as the one in Puerto Vallarta.

2) While in Mexico, purchase fruits and veggies in the large open-air markets just like the locals do. You'll find they have both the best quality and lowest prices. Miller usually stocks up for a week at a time — which is usually the longest you'll ever be underway along the Mexican coast. The most durable produce is bananas, apples, citrus fruits, carrots, tomatoes, avocados and jicama. Besides being inexpensive, such foods are also healthy.

3) Catch and consume lots of fish. It not only saves having to purchase many expensive dinner entrees, but also helps

cover the significant expense of a Mexican fishing license. Like fruits and veggies, freshly caught fish is also excellent for your health.

4) Avoid marinas by anchoring out whenever possible. Southern California-style marinas, which have proliferated from La Paz to Acapulco during the last few years,



*Millionaire or middle-class, the dolphins don't discriminate between the two.*

charge up to a \$1/foot per night, putting a severe dent in the parsimonious cruiser's budget. "I only stayed in a marina once during my last trip," said Miller. The other problem with taking a slip in a marina is that it can be addicting. Once you give in to the

first night, it's so easy to rationalize staying another two or three — if not an entire week! Before you know it the cruising kitty has lost its meow.

5) Embrace offshore sailing and isolated anchorages. Where there are no stores, services or restaurants, there are no places to spend money. The corollary is to carefully watch your budget anytime you approach a city. The temptations of the bright lights can be almost irresistible after several days at sea. Worst of all are the California cities you'll hit on the way down, as inbred American habits of consumption are tough to break. If you don't have the same old amount of money coming in, you can't afford to have the same old amount of money going out. At least not for very long.

6) Be judicious about visiting restaurants and bars. Most cruisers enjoy a cocktail or two, dining out and the wonderful socializing that comes with making new cruising friends. But if you're an incurable *bon vivant* who enjoys such nonessentials, bring a cruising tom kat, not a mere cruising kitty. Sundowners on board and potlucks on the beach are thrifty alternatives.

7) Learn to cultivate inexpensive or free activities. It might be socializing over the radio, reading, swimming, diving, hiking or riding Mexican busses. The latter are very inexpensive and provide you with the opportunity to see the countryside and develop an appreciation for the Mexican culture. And calluses on your kidneys.

8) Know and maintain your boat. If you wait too long to reef, you can tear a sail or damage the rig, incurring substantial unnecessary expense. If you fail to regularly service your engine, you may require the costly services of a mechanic. It may also

require having to pay berth fees while waiting for parts to be rushed down — also expensive — from the States.

9) Whenever possible, row as opposed to using your outboard. Like eating veggies and fish, this is also excellent for your health.

10) Buy beer and soft drinks by the case. The savings that come with bulk purchases are substantial.

# MEXICO,

**T**he 47-year-old Miller is the first to admit there is a downside to cruising on a tight budget. "You tend to miss out on big parties and happy hours — which are fun but expensive. The upside is that you force yourself to become imaginative and create pleasant activities that cost little or no money. It's also very healthy because it creates self-discipline, a quality that helps insure survival at sea — especially for a singlehander like me."

Miller notes that like everyone, he has some toys aboard. But they are relatively simple and inexpensive: a boogie board, a boom box and tapes, a harmonica and a two-year-old GPS. One of the advantages of cruising on a 30-foot boat is that there isn't that much room for extra toys.

The GPS, he contends, is not an expensive extravagance. "I've done most of my offshore navigation using a sextant and dead reckoning, but the GPS has been a welcome addition. In my most recent trip to Mexico, I figure the GPS saved me three days I would otherwise have had to spend at sea because of cloudy weather or other navigational uncertainties. Without the GPS I would have had to be much more conservative and stand off until I could confirm my position."

Despite Miller's affection for his GPS, he still keeps a DR and refers to it prior to firing up the GPS. He wants to keep his skills sharp in case the unit craps out or the military temporarily shuts the system down.

Miller insists that he's not jealous of those who have all the toys. "I say more power to the folks who can afford them — because they're going to need it," he jokes. While Miller recognizes the benefits of the



breaking down, and 2) that most cruisers like showing their toys off and thus enjoy letting others — such as Miller — try and/or use them.

Still, Miller admits there are some toys he'd gladly welcome. "I'd like to have a radar, weatherfax and SSB," he says with little hesitation.

**A**lthough the Santa Cruz resident cruised a modest vessel that was spartanly outfitted, his most recent voyage to Mexico was as richly rewarding — if not more so — as that of sailors with larger, more luxuriously equipped vessels. Here's his review:

"Having got caught in the massive layoffs that hit the defense industry last summer and unable to find similar employment in Northern California, I found myself sailing south — how convenient — in my boat/home to try to seek employment in Orange or San Diego counties. Dana Point proved to be a fine base of operation, both for knocking on corporate doors, and also for jaunts out to Catalina. Anchored next to the *Pilgrim*, I was able to meet many southbound cruisers — some of whom I would join in Mexico before too long.

"When it became obvious that no employment was to be had, and when my last check arrived, what else was there for me to do but head back down to Mexico after a four-year absence? There was a great

*There's no quicker way to blow your cruising wad than by purchasing drinks for beautiful women at 'swim-up' bars of expensive hotels.*

weather window on January 8, which featured 20 to 35-knot Santa Ana winds that whisked me down the coast without the nuisance of big seas. After eight days, including the brief stop at Mag Bay, I arrived in Cabo San Lucas during a heavy downpour. This was my first taste of what would prove to be an unusually wet — but warm — Mexican cruising season. Many believe that El Niño was a contributing factor.

"The northeast winds held throughout the middle of January, and I had a great five-day sail from Cabo San Lucas to Z-town. As was the case in Mag Bay, there was no place to spend my limited funds while out at sea.

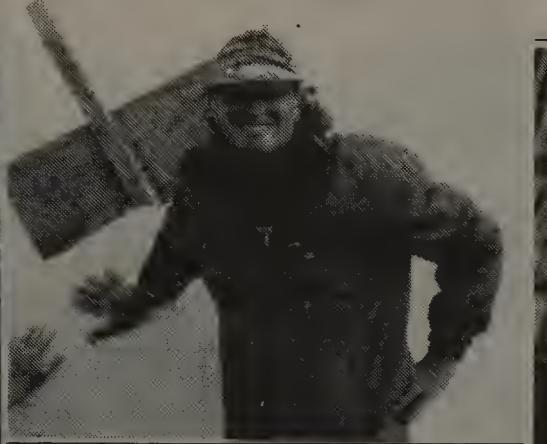
"I arrived in Z-town on January 25, just in time to watch the Super Bowl in town with fellow San Jose Sailing Club members Hal & Ruth Pattenade of *Maringo*. Everything was wonderful in Z-town — except for the continuous rain. There were plenty of remarks about the weather on the VHF, including someone who claimed to have seen an old man leading animals toward the water two-by-two. Everyone was relieved when nobody could find an ark.

"*Mi Amor* Ramona and her mother Margaret arrived on February 8, delighting the fleet by bringing warm and sunny weather with them. The three of us enjoyed visiting with all the other cruisers — half of

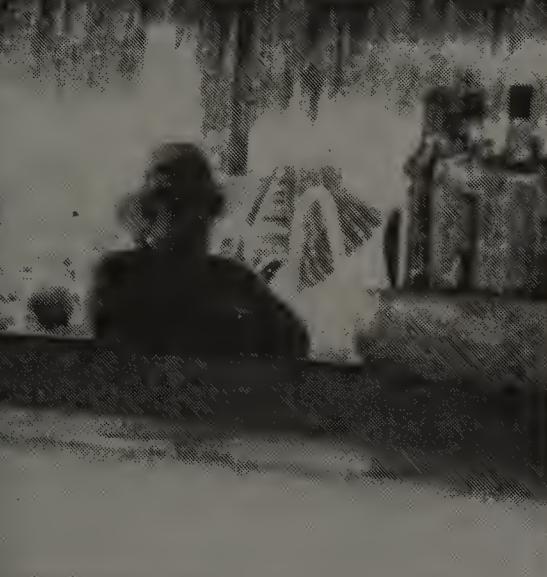
*A soothing sunset while nearing Isla Socorro, at the end of a marvelous sail from the mainland.*

additional toys, two things console him for having to mostly cruise without: 1) the knowledge he won't be frustrated by their

# ON 9,000 PESOS A DAY



*There's no place to spend money on Isla Socorro.*



whom seemed to be from the San Francisco area.

"Much quality time was spent visiting Los Gatos, the beach across the bay from Z-town, and sailing to Isla Grande, where my new friend Paco treated us royally. The new marina at Ixtapa — sometimes you have to break down and spend a few dollars — was a pleasant surprise, and we were able to wash down the boat and take on potable water. The 45-minute bus ride to Petatlan was a great and inexpensive — 15 cents — way to see the countryside. The pride of the town, a new church, was the center of action as there were back-to-back weddings on Valentine's Day Weekend.

**F**ebruary 17, Ramona and her mother headed for Guadalajara to seek long lost relatives. The next day, I headed up the coast in typical 'motoring out of the tropics' conditions. Passing Melaque and expensive Las Hadas without stopping, I had a decision to make: should I tack offshore and then back in at the beautiful islands off Chemela, or should I sail west along latitude 19 to Isla Socorro? I had been intrigued by Socorro when Ramona, Electra and I had sailed past without stopping four years before on our way to the Marquesas.

"Confronted with good broadreaching conditions, I elected to sail to Socorro, 300 miles out into the Pacific. In the right place at the right time, I enjoyed a nearly perfect

three-day sail to Isla Socorro.

"Other than Ramona's visiting me in Z-town, Socorro was the highlight of my trip — and it didn't cost me a cent. There were only four other cruising boats visiting at the time, and the hospitality of the Mexican navy — the only residents — was tremendous. They drove seven of us halfway up the island's rugged terrain in the back of their dump truck, then left us with a guide for the remaining two-hour hike to the summit. Blessed with clear skies, we could see whales breaching off Socorro's east coast and even Isla San Benedicto 30 miles to the north.

"The others sharing this great experience were Dave and Lisa of Orea, Scott and Kim of I'N I, both from San Francisco, and Hugh and Sylvia of Almucantar, a couple of Canadians on their way to the Marquesas.

"After a day at Henslow Cove — a must see — I headed north and arrived at Cabo on February 29. The trip the rest of the way up the Baja coast seemed quite cold after the warmth of the tropics. Except for a couple of cold front lows that produced 35-knot winds and 10 foot seas, the weather was pleasant.

"Unlike most cruisers, my trip up the Baja coast included two long offshore tacks. The first was around Rocas Alijos, which is a couple of days sail west of Cape Lazaro. The Rocas Alijos are three rock pinnacles that jut several hundred feet out of the water. From a distance they resemble the outline of a

"The second offshore tack took me around Guadalupe Island, a spectacularly barren island a day-and-a-half west of Cedros Island. I didn't attempt a landing at any of the designated anchorages, but I was boarded by the Navy for not responding to their calls for VHF identification. I had my VHF turned off to conserve power; the boarding party seemed to understand.

"When I finally arrived back in the United States at San Diego, the overwhelming military presence sent me into 'culture shock'. I quickly rediscovered why I visit San Diego and live in either Half Moon Bay or Santa Cruz."

**M**ine might not have been a typical cruiser's trip to Mexico. I didn't blow a wad dancing on the tables at Squid Roe in Cabo, *Jatimo* didn't languish in a Marina Vallarta berth with the cable-TV hooked up, I didn't rub elbows or other body parts with celebrities at Las Hadas, I didn't blow a million on souvenirs in Z-town or sup at every overpriced tourist restaurant along the coast. And while I missed out on a few of the social events and thus the friendship of some cruisers, I did make many new friends and had a wonderfully satisfying experience. It was unquestionably better to have gone than stayed at home, and it was surely the most pleasant way to be temporarily unemployed.

So if you're headed for Mexico and you've got fist fulls of money and all the toys, good for you. But if you're headed for



*Spread: 'Jatimo' at anchor in Navy Cove, Isla Socorro, with three other boats. Inset: the landing at Navy Cove.*

windjammer from 140 years before. As was the case with Socorro, there wasn't a place within several hundred miles in which I could spend money.

Mexico with just your smarts and a few bucks, be of good cheer. There's no reason that the guy with \$90 a month can't have as good a Mexican experience — and who knows, maybe better — than the guy who can blow \$9,000 a month.

— Jan Miller

# SEASON CHAMPIONS, PART I:



"When you win, nothing hurts."  
— Joe Namath

All the blood, sweat and tears—not to mention a bilgeful of time and money—are worth it when you win a San Francisco Bay class championship. The spoils of victory include the undying respect of your peers, bragging rights at the yacht club 'mahogany reef' for a year, a bunch of generally cheesy trophies, lots of babes (only kidding), oodles of prize money (you wish), and—perhaps best of all—getting your mug shot and life story in *Latitude 38*.

This month, we'll kick off our traditional three-part salute to the 'silver sea gods' with a look at the winners of the Handicap Divisions Association (HDA), the International Measurement System (IMS), the J/35s and the Etchells. In the December issue, the one design (ODCA) winners will get their '15 minutes of fame'; in January, we'll profile everyone else—woody winners (WBRA),

ocean racers (OYRA), dinghy sailors (SBRA) and outstanding youths (NCYSA).

'In the past, we've used this space to delve into the 'state of the union', i.e. discuss changes, identify trends and generally analyze the health of each class. But because nothing's throbibly different about any of these organizations (except IMS, which changes too often for mortal people to keep track of), we'll leave you instead with a bunch of phone numbers for more information. The main man at HDA is Bill Keith (972-7620); the IMS head honcho is Craig Brown (332-3890); the J/35 contact is John Neisley (510-522-0545); and the Etchells rep is Patrick Adams (332-5757).

Anyway, without further ado, let's meet the first batch of winners. Please hold your applause until the end.

— latitude/rkm

*Above: Bow men giving each other 'The Finger' at the start of Stone Cup II.*

**HDA — H**  
11:Metre  
*Sight Unseen*



**Chrissy & Paul Kaplan**  
St. Francis YC

The veteran husband/wife team of Paul and Chrissy Kaplan returned to the race course this summer, taking the 'big boat' division of HDA with their 3,600-pound 11:Metre *Sight Unseen*. "I can't ever remember having so much fun on a boat," claimed Paul, who's campaigned *Magic Bus*, *Silly Goose* and many others. "It's so fast, and so easy to sail. We brought all our old friends out on the boat — in fact, we never had the same crew twice, but that wasn't a problem."

As owner of City Yachts and local dealer for the Ron Holland designed 11:Metre, Kaplan had a lot of incentive to do well. "We wanted to showcase the boat in its 'stock' mode — just three sails, no hiking out, and only 800 pounds of crew weight," explained Paul. "Sometimes it was hard to sail to our 66 PHRF rating, especially without an overlapping jib. And leading the fleet wasn't always a bargain — everyone behind us got to benefit from our mistakes!"

But thanks to a good core crew (Mike Jefferies, Ben Hackett, Ernie Rodriguez), good navigation (Chrissy does this as well as foredeck), good tactics ("by committee") and the occasional screaming 18-knot downwind planing leg, *Sight Unseen* took the season in her first attempt. The Kaplans also sailed in many beer can races, as well as the Trans-Tahoe Race and the Silver Eagle.

A second 11:Metre will show up on the Bay any day now. "I'd love to see a one design fleet here someday," stated Paul.

2) **Rubber Ducky**, Hobie 33, Lee Garami, SJSC;  
3) **Condor**, C&C 40, M. Sepulveda, EYC. (20 boats)

**HDA — J**  
Ericson 35 Mk. III  
*Windchaser*



**Patti & Dick Cranor**  
Alameda YC

Newcomers Patti and Dick Cranor of Hayward surprised everyone in HDA-J this summer, including themselves. "We planned to do well," admitted Patti, who ran the foredeck. "But we really didn't know what to expect." Added helmsman Dick, "It wasn't until mid-season — when we realized we could win — that we felt the pressure."

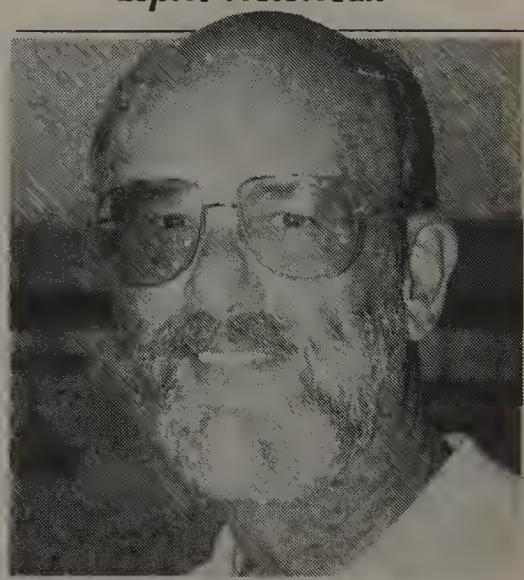
*Wind Chaser* rose to the challenge, taking three of the last four races to win the title by four points over *Outrageous I*. The Cranors attributed their victory to many things: Robin Sodaro ("our conductor") and his Hood 'blue' sails, a dedicated crew that practiced almost every Wednesday night, their 32-function MKE instrument package, and some cardinal rules like "always sail in clear air" and "no beer until after the race."

"Dick and Patti are really organized people, totally involved in all aspects of the project," said Sodaro. "It's a fun group to sail with!" The harmonious crew consisted of Dick's sister Diane, her fiance Tom McCloud, Rob McFarland, Bill Xavier, John McClelland, Robin and Vicki Sodaro, Bill Parks, Ron Roundtree and other friends.

The Cranors, who both grew up sailing on the Bay, have had their '82 Ericson for four years now ("We thought about buying a cabin at Tahoe, but we couldn't handle the drive!") Next year, they may get a liferaft and do some coastal races. "We blew up the engine, head and maststep this summer," said Dick. "Now we're ready for anything!"

2) **Outrageous I**, Ols.911-S, Tom Thayer, RYC;  
3) **Gammon**, T-10, Randy Broman, CYC. (15 boats)

**HDA — K**  
Beneteau 305  
*Esprit Victorieux*



**Joseph Melino**  
Encinal YC

"Teamwork is the key," said Joseph Melino, a San Jose lawyer who's been sailing on the Bay for 40 years. "We've had the same crew for about three years now, and everything's coming together!" *Esprit Victorieux*'s ("spirit of victory") record bears this out: they were seventh in '89, fifth in '90, a close second to *Movin' On* in '91 and, this summer, scored a convincing 14.75 point victory over the strange mixture of boats which comprises 'K' class.

Crewing on the 1986 French-built 30-footer were Ben Mewes (sailmaster/tactician), Bob Stephens (navigator), Jerry Ware, Bob Hultman, Duane Moore, Greg DesBrisay, Bill Stephens and Joe Barello. Wife Carol Melino, an active race committee volunteer for EYC, also contributed "ground support".

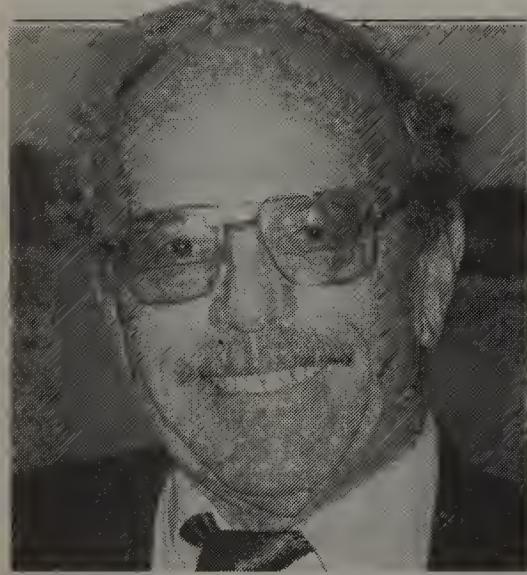
"We were lucky to get a lot of our conditions this summer," claimed Melino, who's previously owned a Santana 22 and a Newport 30 Mk. I. "We were nearly unbeatable in flat water, especially in the Cityfront tacking duels. The waterline races, however, we tanked." Other factors contributing to EYC's success were a Paul Rosenthal bottom job and Pineapple Sails, who built the distinctive "rabbit" spinnaker, among others.

Melino likes to sail long distance races on larger boats, but has no intention of moving up. "This is the perfect size boat for us — Carol and I call it our 'Alameda condo'. We spend most of our weekends aboard, either racing or cruising."

2) **Meltemi Too**, Cal 35, Bill Jonas, CYC; 3) **Sonata**, Lapworth 39, Donn Weaver, RYC. (19 boats)

# SEASON CHAMPIONS, PART I:

HDA — L  
Ranger 29  
*Kamala II*



Wagenka & Keith (above)  
Encinal YC

Somehow it seems fitting that the president of HDA, Bill Keith, also won his division — for the second year in a row, in fact. "It's a nice habit to get into," laughed Keith, a PG&E engineer in 'real' life.

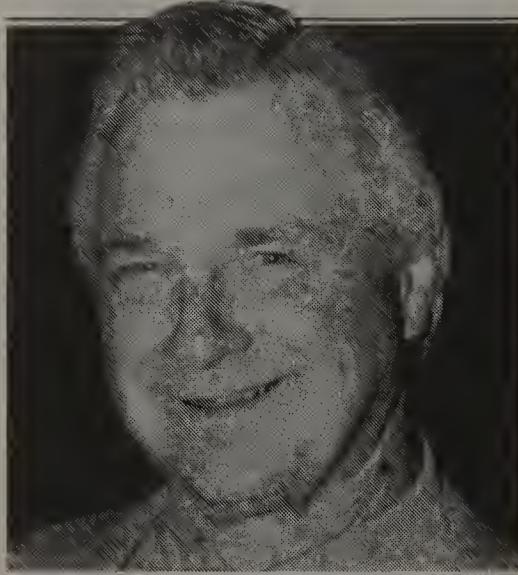
"We sailed really consistently, thanks to most of my crew returning this year," said Keith, who owns *Kamala II* but shares the driving with long-time buddy Dave Wegenka, a pilot for US Air. Bill starts the boat and steers downwind; Dave drives upwind while Bill studies the "chess game". Pulling the strings on the '74 Ranger were Jim Cooper, Jeff Deren, Travis Hail, Colin McNab, Craig McBride, and Ed and Marsha Walls.

Keith remembers only two mild bummers: drifting around at the finish of the Vallejo return race, and getting hit by a Merit 25 in another race. He couldn't come up with any highlights in particular: "It's all one long pleasant blur, a completely enjoyable season. The rating band is so small — 165-180 — that it's almost like one design racing. We did enjoy beating our old friend and rival Bill West on *Crinan* — if only to maintain bragging rights at the yacht club bar!"

Keith is undecided about going for a 'three-peat' next summer. *Kamala II* (a woman's name in India) is seriously for sale, and Bill would love to move up to something in the 30-33 foot range. "Whatever catches my eye!" explained Bill, whose more immediate plans call for a hard-earned two week vacation in Jamaica.

2) *Crinan*, C&C 30, Bill West, EYC; 3) *Chesapeake*, Merit 25, Jim Fair, BYC. (14 boats)

HDA — M  
Islander 30 Mk. II  
*Current Asset*



John Bowen  
Richmond YC

"I still prefer one design," claimed John Bowen, an insurance broker who destroyed HDA-M for the second year in a row. "In fact, *Current Asset*'s seriously for sale. We're considering an Express 37, or maybe an Olson 25 in the interim."

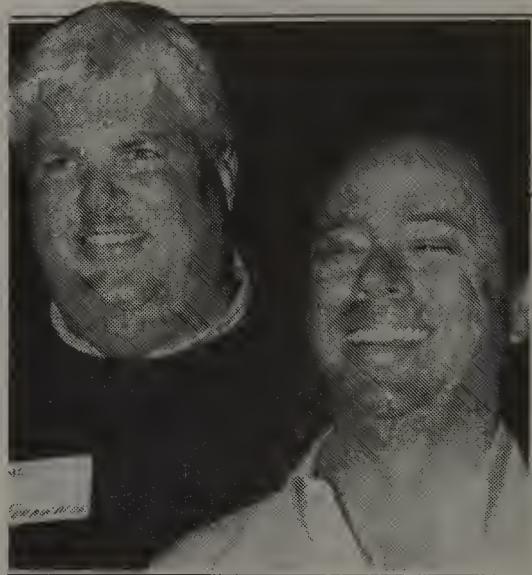
Bowen 'retired' from handicap racing in style: he had the best record in HDA this summer, including seven bullets. However, he was quick to point out that there wasn't much competition ("Antares and War were good when they came out") and that his boat probably should have sailed in 'L'. "Next year, 'M' should be broken in half, or at least move the rating band up to about 192," said John, an HDA and YRA board member, as well as president of the Islander 30 class.

Extracurricular activities this summer included class wins in the Doublehanded Lightship and the Three Bridge Fiasco. The lowlight was getting T-boned in a Cityfront race by an 'L' boat — in fact, it was the same Merit 25 that nailed *Kamala II* "high and lowlight" was missing last month's Half Moon Bay Race. "We were late and couldn't get across the Coast Guard corridor because of the Blue Angels. So, we anchored and drank beer while the show occurred right over us!"

*Current Asset*'s "all IBM" crew consisted of Ken Manuele (partner), John Bowen, Jr. (partner/helmsman/son), Matt Rooke, Rick Crandall and Tim Donofrio. The '72 Islander ("A lead sled") was often used for daysails and Delta cruising when not racing.

2) *Tappo Piccolo*, Cal 20 mod., MarinYC; 3) *Toots*, Thunderbird, Curtis King, CGYC. (19 boats)

IMS — I  
Peterson 43  
*Terminator*



Sundein (left) & Corlett  
Santa Cruz YC

"This has been the most fun summer of sailing I've ever had," enthused real estate developer Steve Sundeen. Considering his past successes, which include winning three Santana 35 Nationals with his *Breakout*, that's a mouthful. "I love sailing with my crew," he claimed. "And nobody puts together a better campaign around here than Chris Corlett! He's very, very thorough."

Corlett, *Terminator*'s helmsman, was also responsible for locating the boat in Harbor Springs, Michigan last summer. The veteran 1982 Serendipity 43 had already enjoyed two past lives, first as *Pied Piper* in Florida, and then as *Traveller* on the Great Lakes before the Sundeens picked it up. With input from Carl Schumacher, the flat-decked 'aircraft carrier' was converted to IMS by removing bumps and ballast. A wheel was installed in place of the tiller, new Ockam instruments and a full set of Marion Sails were ordered, and it was off to the races.

Other than a broken headstay that knocked them out of the Catalina Race, it was a dream season: four firsts, two seconds and a third. "Beating a 12-boat class at Stone Cup II was a highlight," recalled Steve. "But we had a blast every time we raced."

*Terminator*'s crew, many of them Scarlett O'Hara veterans, consisted of Rodger Andraese, Steve Baumhoff, Billy Brandt, Mike Duvall, Brian Ebert, Glen Hansen, Alan Prussia and Steve's wife Vicki. As for next year, Sundeen naturally said, "I'll be back!"

2) *Bang*, N/M 41, Max Gordon, EYC; 3) *Spellbound*, Olson 40, Lou Fox, RYC. (10 boats)

# HDA, IMS, J/35, ETCHELLS

**IMS — II**  
**Schumacher 35**  
**National Biscuit**



**Colin Case**  
**San Francisco YC**

Owner/driver Colin Case and the *Biscuit* bunch won 10 of the 20 races on the IMS-II schedule. After discarding their 'worst' 5 races, it was a runaway victory for the sleek, well-maintained '87 design. "We took 300 pounds of lead out of the bilge this year, and the boat's performance jumped up dramatically," explained Case, a collector of Schumacher boats (*Felony*, *Second Offense*, *Albatross*). "We seem to have found a sweet spot in the performance curves."

Outside the busy IMS schedule, *National Biscuit* came in second in the Lipton Cup and first in the CYC Friday Night Races. Case had also intended to race in the Big Boat Series, and was disappointed that no other small IMS boats signed up. "I honestly believe the IMS rule is becoming viable," claimed Colin. "We had some really close racing this summer — and now that the national authority is acting on input from participants, things will only get better."

A cast of thousands crewed on the *Biscuit* this summer, among them Radar Felton, Charlie Merrill, Mack Gambrell, Charles Whitten, John and Jennifer Andrew, Eric Steinberg, Esteban and Kathy Badell, Tim Parsons, Alice Ghirardelli, Cheryl Hoppe, Dave Wilhite, Annie MacLean, Kerri Hellman, Mark and Laurie Rudiger, Mike Diaz, Steve Bates, Ben Costello, Billy and Melinda Erkelens, Mark and Laura Imus, Stewart Felker, Leon Daniel and Steve Green. "Apologies to anyone I left out," said Case.

2) Sweet Okole, Farr 36, D. Treadway, RYC; 3) Wavetrain, Olson 911-S, R. Caskey, BYC. (16 boats)

**J/35**  
**US 18155**  
**Draco**



**Rich Maisto**  
**No YC**

Rich Maisto, a San Francisco investment banker, purchased his dark blue 1982 J/35, formerly *Dragon*, last February ("Dave Willke of J/Boats is to blame!"). Sailmaker Norman Davant helped oversee a top-to-bottom refurbishment, built the new Sobstad Sails and hand-picked the talented crew. "We called Norman 'The Dentist' because he drilled so many holes in the boat," laughed Rich. "Seriously, he deserves a lot of credit for organizing the project, as well as being tactician."

"Everyone else was just great, too!" claimed Rich. Rounding out the *Draco* roster this summer were Tracy Bell-Miller, Hunt Conrad, Mark Creedon, Ken Moore, Tom Pollock, Gary Sadamori, Ruth Suzuki and helmsman Ted Wilson. "Running a race campaign is like having another job," said Maisto, "and the job I already have is like having three jobs. I couldn't have done this without the total involvement of my crew."

Though he previously owned a Laser, Maisto never really got into sailing until moving here four years ago. After a three year stint with his successful J/24 *Electra*, he decided to take on the tough J/35 class — and what a debut it was! *Draco* (a multi-faceted name meaning, among other things, "harsh and cruel") won the majority of her races, including a remarkable string of five straight bullets at the ex-Volvo Regatta. "I'm not sure what my plans for next year are," admitted Maisto. "But the J/35 NAs are on the Bay next fall — that should be fun!"

2) Slithergadee, John Neisley, StFYC; 3) Jarlen, Bob Bloom, CalSC. (16 boats)

**Etchells**  
**US 549**  
**Secret Weapon**



**Chris Perkins**  
**St. Francis YC**

"Maybe I sailed a little bit too much this year," admitted Chris Perkins, a 31-year-old accountant who gets our vote for 'most versatile' sailor and 'best record' of the year. Sailing with middleman Matt Ciesicki, bowman Stu Eddings and occasional substitute Nick Gibbons, Perkins dominated the tough Etchells fleet with six bullets, a second and a third on the 8 regatta, 38 race season.

Perkins grew up sailing dinghies in the SFYC junior program and later at UC Santa Barbara, where he was captain of the sailing team. After three winning seasons with his J/24 *Deja Vu*, Chris stepped up to the Etchells class two years ago. "Teamwork, consistency and commitment" were factors in their victory this summer. "Sailing in the Soling Olympic Trials with Madro also brought my game up," claimed Chris. That campaign, which ended up in a close second to Kevin Mahaney, involved six trips to San Diego and three to Florida.

Somehow, Perkins also found time to win the prestigious International Knarr Championship ("I'm really proud of that one!") and the Little Lipton in J/24s. He also sailed the windy Alessio Race and the SF Cup on the SC 50 *Gone With the Wind* and come in second in the Big Boat Series with his recently purchased red J/35, *Major Damage*. He'll concentrate on that project next summer, in addition to the major Etchells regattas. Someday, he hopes to unpack the boxes in the duplex he bought last spring.

2) Mr. Natural, Barton/Silvestri, SFYC; 3) 3 Live Crew, Mike LaHorse, StFYC. (33 boats)

# RIDING OUT HURRICANE INIKI:

The summer of '92 went out with a bang in the northern hemisphere. Mid-September saw no fewer than three category five hurricanes plaster parts of Florida, Hawaii and Guam. A fourth, milder hurricane also hit Mexico. As reported in the last issue, boats in many marinas did not fare too well. But what about boats at sea?

This account landed on our desks soon after Chris Catterton and Ted Neher arrived back in Santa Cruz. They had left Kauai aboard the Cheoy-Lee 30 Kachina only five days before Hurricane Iniki ravaged the Island with 160-knot winds. Here's what it was like on this most unusual delivery home.

**W**e left Hanalei Bay on September 7, a Monday, about 9 a.m. We were going to leave a day earlier, but met up with some

**"Even under bare poles, we were amazed we could average 5 knots, surfing to 9 at times."**

friends who convinced us to stay and party one more day.

We knew a tropical depression had formed way south, but thought the odds of it turning north were slim. Just to play it safe, though, we kept track of weatherfaxes for about three days before we left. They were offered by Jerry and Nancy Hughes on the Kristina 43 Kahuna. Our hearts went out to them when we got back to Santa Cruz and found out they had gone over to Nawiliwili where their beautiful boat suffered terribly.

We also planned on getting daily weather reports over the shortwave, and to

soon shot; as soon as we were offshore, the reception turned lousy. Maybe it was the weather.

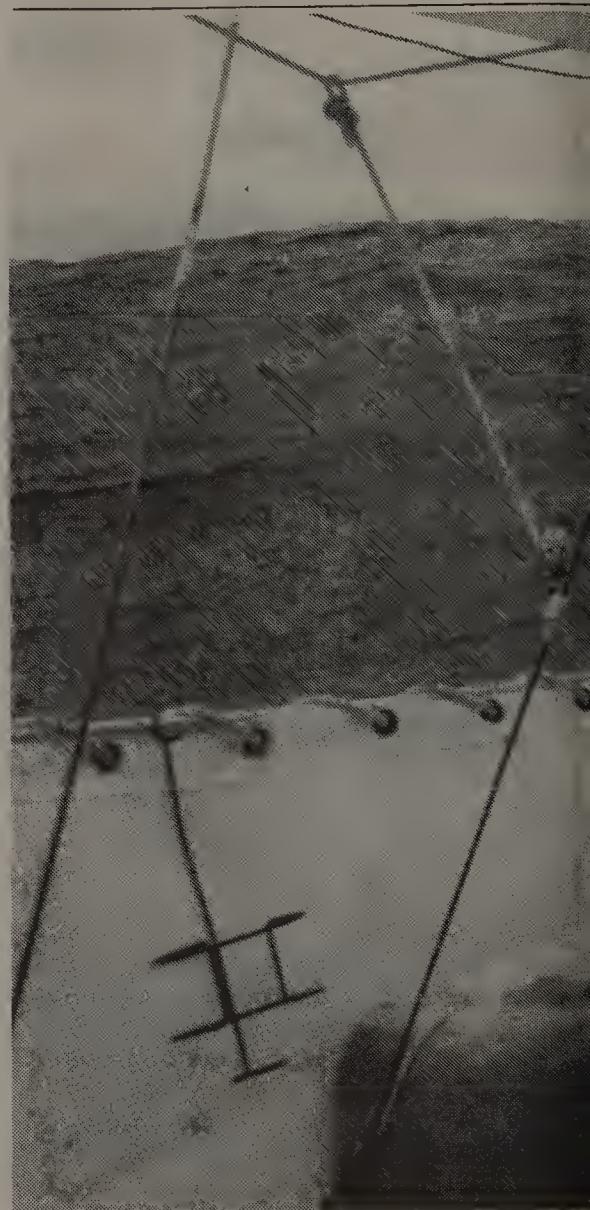
By Friday, September 11, the wind had begun to build. We loved it, taking turns surfing the boat down waves at 10 knots. We were having such a kick-butt time that instead of doing watches, we both stayed up all night for the wonderful sailing. Had we known what lay ahead, we would have conserved our energy.

**B**y Saturday morning, it was pretty obvious we were dealing with more than just some squally weather. But we still had no idea it was Iniki. We were 600 miles northeast of Kauai — no hurricane had ever been up that far . . . had it?

We were having to steer more off the wind since it had increased to 40 knots, with gusts to 50. By 11 a.m., the waves were running about 30 feet and winds were up to 60 knots. By this time, of course, the autopilot was useless.

At noon, we were under bare poles and steered by looking aft. The waves came by us in trains of three — the first one 30 feet, the second 40 feet, and then a towering 50-

*'Kachina' home again in Santa Cruz, little the worse for wear except for her window patch.*



under bare poles, we were amazed we could average 5 knots, surfing to 9 at times.

By this time the winds had reached 75 knots, gusting we think over 100. (Although Kachina had no anemometer, windspeed figures were later verified by meteorologists working with Chris' father to track the yacht through the storm.) We learned later that the hurricane had passed within 150 miles of us.

By nightfall, we really needed sleep, so we lashed the rudder over and lay ahull. At one point, while resting in our berths, we heard a rumble like a train. The next thing we knew, Chris got launched across the boat, landing on top of Ted. It was a wave of obviously biblical proportions.

**A**t this point, we were past scared. We were praying our asses off. Earlier in the day, we'd gotten the EPIRB and the emergency 'abandon ship' bag ready. Assuming the raft stayed lashed to the coachroof, we'd be ready to abandon if the boat started breaking up. Overall, though, we have to say we never considered the wind to be the problem. Our concern was with the size of the seas. If the



ALL PHOTOS COURTESY CHRIS CATTERTON

eavesdrop on the conversation between Kahuna and Buenafe, a boat that had left a day ahead of us. However, those plans were

footer. This happened every 20 minutes. Some of these would break and fill the cockpit, which drained r-e-a-l-l-y slow. Even

# CHRIS AND TED'S BOGUS JOURNEY



*Chris (above) and Ted (inset, right) just after daybreak on 'Iniki Saturday'. Below, this exhausted albatros spent all day Friday on the pulpit, making his getaway only hours before the hurricane hit. "Beware of tired pelagic seabirds," warns Catterton.*

waves broke any harder, we're not sure any boat could have survived.

We weren't able to get a whole lot of rest.



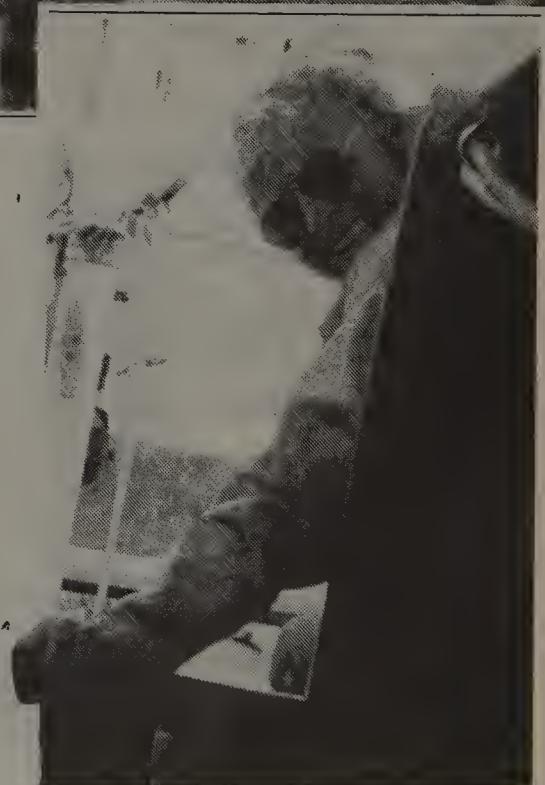
At one point, a block of 'sharp' cheddar cheese took out one of the big glass windows. We patched it by stuffing a cockpit

cushion in the hole and bolting a floorboard over it. Another time, a locker under the galley broke open spilling some kind of concentrated cleaners. That filled the boat with toxic fumes which didn't help the situation much — we didn't dare 'unbatten' the hatches to air it out.

The peak wind and waves lasted 21 hours, most of which was spent just hanging on. After a while we became so tired we didn't care if we died — as long as we could sleep!

**T**he rest of the trip was anticlimactical, to say the least. By noon on Sunday, it was sunny, beautiful — and absolutely flat calm. We had entered a high and motored for the next three days straight days with hardly a breath of wind.

The first we heard about any hurricane was from the tanker *Guanato*, which we saw on Friday, the 18th. We raised him on the VHF for some weather information and the first thing he asked was where we'd departed from. When we said, "Kauai", there was a long pause. Then he said, "How'd you like



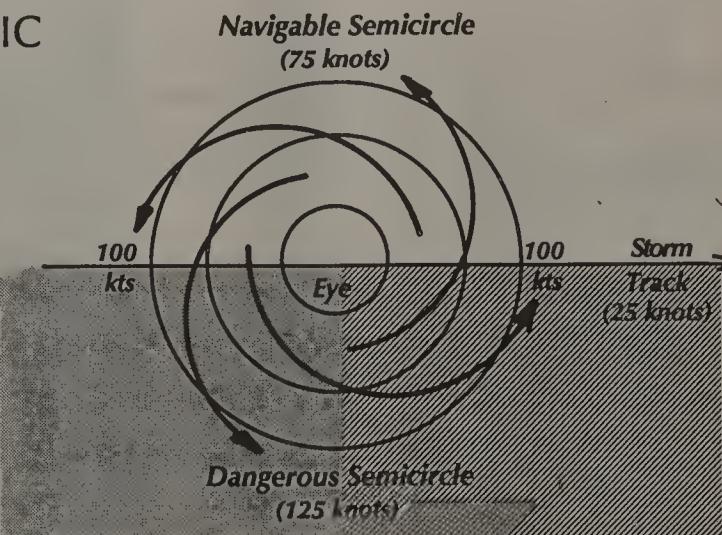
that hurricane?"

When we were off Davenport, Chris contacted his mother via VHF. She was elated to hear from us, of course. She called the rest of Chris' family and they met us for

# RIDING OUT HURRICANE INIKI

## HURRICANE LOGIC

All hurricanes in the Northern Hemisphere rotate counter-clockwise. If you can't get away from one, you should at least try to position yourself in the 'navigable semicircle' for two reasons. 1) The hurricane's forward speed is subtracted from the wind velocity (it's added in the dangerous semi-circle), and 2) the wind will be blowing you away from, rather than into, the center of the storm. The worst place to be in a hurricane is the forward quadrant (shown here with stripes) of the dangerous semicircle.



a badly needed beer at the Crow's Nest in Santa Cruz after we got in. While we were there, Noah, the owner, arrived. He just glanced at *Kachina* from the parking lot before running upstairs to give us both big hugs.

**S**ome things we learned that might help other sailors caught in similar circumstances:

\* Overall, *Kachina* came through it great

for a 28-year-old glass boat — they really knew how to build them back then. Damage was minimal, but we did have problems getting water out of the boat. A couple of things I would change if *Kachina* were mine are those damn cockpit scuppers and a better bilge pump system. We had no way of dealing with the quantities of water we were being dealt. The manual pump in the cockpit and the small automatic pump in the bilge weren't enough. Luckily, there was a bigger

spare pump aboard that hadn't been installed yet, so we set it up using alligator clips directly on the battery posts to turn it off and on. That worked pretty good except we'd get shocked every time we turned it on.

Even with that extra capacity, if we'd taken a hit through one of the windows or a broken hatch board, we would never have been able to keep up with it.

\* As far as deliveries go, check the boat for a good sail inventory. We could have used some storm sails. Secondly, make sure the vessel has the proper safety equipment — and know when to walk away from a job.

\* In dealing with a hurricane, run as far and as fast as you can to get away from the damn thing. That's what we did by altering our course northeast, which put us in the northeast quadrant — the 'navigable semicircle'. (See illustration.)

\* We've both done other deliveries, and Ted's been through conditions almost as bad during a 10-day period off Panama. But both of us agree — with Iniki, we feel we got our 'masters degree' in heavy weather sailing.

— martin burs

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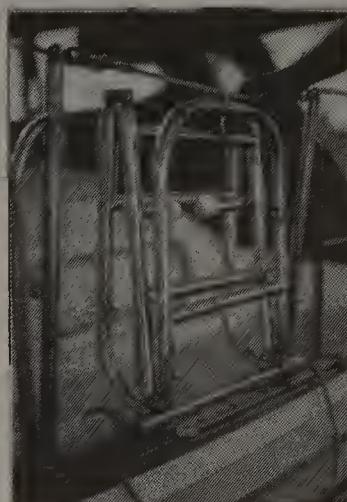
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## JIM & DIANA JESSIE

*It's long been said there is more than one way to skin a cat. Similarly, there is more than one way to do a multi-year circumnavigation. Jim and Diana Jessie, members of the Oakland and St. Francis yacht clubs, are representatives of what might be called the hard-nosed, performance-oriented, less-gear-is-more school of cruising.*

*While many cruisers may not agree with their philosophy — increased comfort and convenience at the expense of performance is currently the most popular way to go — the Jessies have the experience of a recently-completed seven-year, 60,000-mile circumnavigation to lend credence to their approach.*

**Latitude: How old were each of you and how long had you been sailing prior to your 60,000-mile circumnavigation?**

Jim: I've sailed my entire life, starting with Stars when I was nine years old. I owned a boatyard until 1971 and then was a marine surveyor until we took off in 1985. I turned 53 just a few weeks into our cruise, which means I'm 60 now.

Diana: I started sailing in 1974, and was 47 years old when we departed.

**Latitude: Your cruise lasted six years and nine months to the day. Did you feel younger when you returned than when you left?**

Jim: We didn't feel younger, but we certainly felt healthier, both mentally and physically. It was because of all the diving, pulling up of anchors, hoisting of sails — as we didn't cruise with all the normal gadgets.

**Latitude: During your circumnavigation, you visited six continents, 57 countries, and sailed all the major oceans except the South Atlantic. Many of the places you visited would be considered among the 'garden spots' of the world. Others, like Djibouti and Sri Lanka would not. If you had the opportunity to do it again, would you linger at the garden spots as opposed to necessarily completing a circumnavigation?**

Jim: We wouldn't go back to Sri Lanka or Egypt, but that has more to do with the Muslims and their attitude toward one another and life in general. Life simply has no value there; they have babies to make them beggars for the rest of their lives. They'd walk on own grandmother to board a train first.

Diana: The other Muslim countries were not that bad, but Sri Lanka and Egypt were awful.

**Latitude: Well, in your estimation what were the 'garden spots' where perhaps you wished you'd spent more time?**

Diana: Indonesia, Thailand, Malaysia, the Straits of Malacca. By the way, there is no piracy on private yachts in that area. We'd spend a lot more time in northern Turkey, the Black Sea, Tunisia, Spain and Italy.

On the other hand, the Caribbean didn't do much for us, nor was the South Pacific 'Milk Run' as special as we'd anticipated it would be. There are places such as Fiji where we'd love to spend more time, but in general the South Pacific had a certain sameness to it.

Jim: Columbia — especially Cartagena — was really terrific.

Diana: So was Isla Mujeres, although we didn't particularly care for the rest of the Caribbean side of Mexico.

Jim: But to answer your original question, when we took off it was

not our intention to do a circumnavigation. We were sailing to Perth for the America's Cup and were just going to let things take their course. When we finished the circumnavigation, it was good to be able to say we had done it and without any big problems, but it had never been a lifelong or even major goal of ours.

**Latitude: Nalu IV, your cold-molded mahogany Lapworth 48, was designed and built with the TransPac in mind. Prior to your departure, you did not fit her out with very many of the conveniences and comfort items that are common on current cruising boats, such as a windlass, watermaker, radar, roller furling . . .**

Jim: That's pronounced "roller failing".

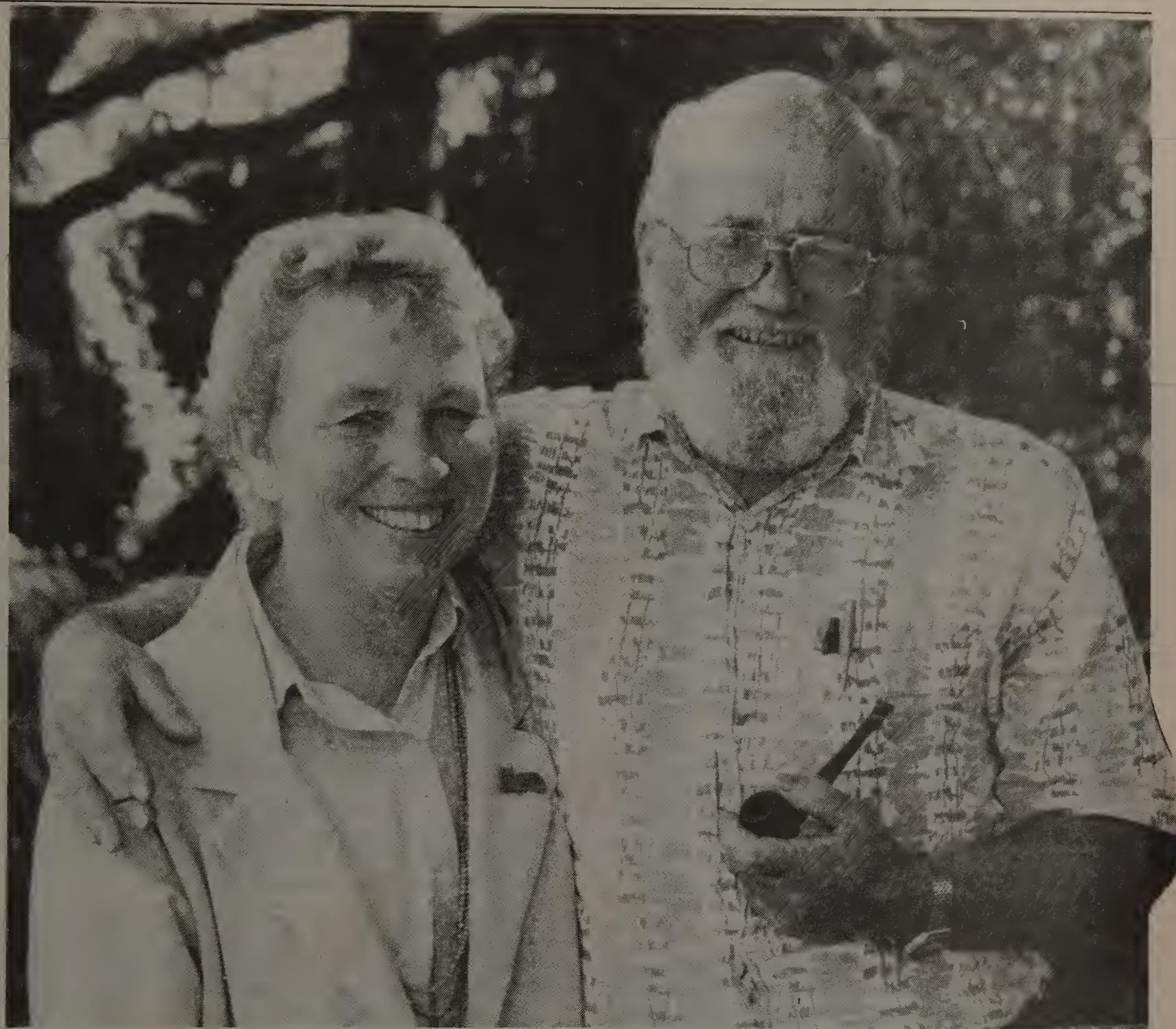
**Latitude: In any event, this no doubt helped you to do well in the Darwin to Amboina Race, where you established a new elapsed-time record (600 miles in under 80 hours) and corrected out 2nd. Also in the Atlantic Rally for Cruisers (ARC), when you were the first boat to finish that didn't use an engine, took 1st in class and 6th in a fleet of 123. But would you again go with so few creature comforts? We're speaking to the fact that on the crossing from Manzanillo to the Marquesas and Tahiti, your crew of five used less than 55 gallons of water in four weeks! Heck, that's less than a quick morning shower in Marin.**

Jim: Our boat — it was Chapman's last, right after he did *Windward Passage* — was great. Having done 60,000 miles aboard her, the only thing I'd add is a watermaker and a larger alternator. A watermaker would just make life so much easier, as jerry-jugging water to the boat isn't always pleasant. We'd just have one of those small DC watermakers, however. The larger alternator would be so that we wouldn't have to run the engine as often.

We would not add roller furling because it's unreliable and you can't get the sail down in more than 20 knots of wind. It's fine for people who cruise where the wind never blows very hard, but not for really rough weather.

You find radar on lots of boats now, but we didn't see the need for it. Besides, it would use electricity that could be better utilized making ice cubes. True, we were in Maine one August when it got so foggy that it would have been nice to have radar, but we were travelling with another boat that had it, so we didn't need it.

We did have a radar detector, which worked well around developed countries. In the rest of the world it was useless because the boats either don't have radar or if they do, it hasn't worked in eight years.



After cruising for nearly seven years, we know that cruisers don't need a windlass. I have a stainless steel Barent 28 on the mast, a chain-hook and a line, and I can bring our anchor up faster than boats with manual windlasses — and even some with electric windlasses.

It's funny what you see on cruising boats. Like mast steps. The only real use for them is so you can go aloft to untangle the halyards that have snagged on the mast steps!

Diana: If just the two of us were sailing, an autopilot might be nice.

**Latitude: We know you loved your boat and particularly her performance. But given the fact that she normally required at least several extra crew, and that the majority of cruisers like to go as couples, what 'couples boats' have you seen that intrigue you?**

Jim: We'd take off on a Cal 40, a C&C 38 or a Halberg-Rassy. We would not take off on a 'crab crusher' such as a Hans Christian or Westsail. It's not just that those boats don't have adequate performance, more importantly, they couldn't get off a lee shore if the engine failed. And if you go cruising, your engine *will* fail. Boats like the Cal and the C&C can tack without the engine in big seas, when

it's trouble time. 'Crab crushers' can't tack in those conditions without using their engines.

Diana: Two people can handle boats like the Cal 40 and C&C 38, and they can sail to weather. They have just about the right amount of room for two people, yet are big enough so you could have guests stay aboard with you for awhile.

**Latitude: How important is it to have an engine? And is it important to have a big engine?**

Jim: The most important function of the engine to is make electricity. In a proper boat, you should be able to sail almost all the time and not have to rely on an engine to get you from one place to another.

*Nalu IV* has a 48-h.p. Perkins 4-107 that drives a two-bladed Martec folding prop. At top speed she does about 6.2 knots, which means we can normally sail faster. Nonetheless, the engine was adequate when we needed it. We powered all the way down the middle of America from Chicago to the Gulf of Mobile, for example. We also did the Erie Canal, the Suez Canal and the Panama Canal.

We would not have wanted a larger engine because it would have been noisier and burned more fuel. Our puppy, which has more than 6,000 hours on it, burns .7 of a gallon an hour at our normal cruising speed of 5.2 knots. The only time we really pushed it above that was

# THE LATITUDE 38 INTERVIEW

when a Suez Canal pilot forced us to.

Diana: You might be interested in how much we spent on diesel, gas, propane and kerosene during the almost seven years. It came to \$5,153.

Jim: About 85% of that was diesel fuel. Toward the end of the trip, with lots of hours on the diesel, we used quite a bit of lube oil, too. After 6,000 hours, she needs a quart every four hours.

**Latitude:** Were there any worst pieces of equipment on your boat?

Jim: The Adler-Barbour thermostat. The rest of the unit was fine, although I wish they'd had the water-cooled as opposed to air-cooled version available when we installed ours.

But basically, you have to understand that there's nothing — not the instruments, laptop computer, VHF, sails, Ham radio, rigging — that can withstand the effects of salt air, saltwater and ultraviolet light for more than five years. You just have to accept the fact that after five years you have to replace just about everything — and that really escalates the cost of cruising. About the only exceptions are the Groco K heads, which we've only had to rebuild twice in 10 years. A word to the wise; don't skimp when it comes to buying a good head.

Diana: Jim's absolutely right. There's really nothing that can withstand constant exposure to saltwater and ultraviolet light.

**Latitude:** Unlike the majority of cruisers, you went in a wood boat. How did she stand up to the constant exposure to the elements, and was she more maintenance-intensive than hulls of other materials?

Jim: She definitely required more maintenance because you have to coat wood boats. Every three years we had to prepare and paint the decks, cabin-sides and cockpits. It's a lot of work. But because our boat was cold-molded, we didn't have the underwater problems that are common on average planked boats.

Fiberglass is the choice of most cruisers because you don't have to do anything to protect it from the elements.

The big advantage of a wood boat is noise. They're so much quieter compared to metal or fiberglass boats.

**Latitude:** Both of you have been sailing for many years and now have this long circumnavigation under your belts. How would you characterize the sailing skills of the typical cruisers you met out there? And did the level of skills change dramatically the further you got away from population centers?

Jim: Cruisers' sailing skills were poor everywhere.

Diana: In our estimation, between 60 and 80% of the people out cruising don't really know how to sail. People would say, 'Yeah, but we're not racers like you.' Well, we're talking about just being able to properly sail to weather for five miles.

**"Nothing can withstand constant exposure to saltwater and ultraviolet light."**

Jim: Most cruisers didn't know how to adjust sheet leads or the traveller. The travellers and vangs [he laughs] we saw on most boats hadn't been moved in years! It was startling to find that as many cruisers survive as do.

It's true, most cruisers can anchor and are capable of getting from Point A to Point B — if the wind is on the beam or further aft. But if the wind is forward of the beam, they have to use their engine — which is why they all have big ones.

Diana: The least competent cruisers really don't get that far. They don't know what they're doing, so they're uncomfortable and unhappy. Always screaming at each other because something is wrong, they generally give up before they get too far away from population centers.

Chuck Hawley told us about a classic line he'd heard John Rousmaniere give at a cruising seminar. A man in the audience told Rousmaniere that he'd bought absolutely everything he possible could for his boat and still had \$2,000 left. He wanted to know what he should spend the last \$2,000 on before taking off cruising. Rousmaniere answered: "Buy a Laser and learn how to sail." We think he's right on. In fact, people should buy two of them; one for the husband and one for the wife.

**Latitude:** Last month a reader who hopes to go cruising someday wrote in regarding pre-departure anxieties. Did either of you have them? And if so, did they diminish with time? And did you approach any legs with particular trepidation?

Jim: I never had any anxieties because I've done nine Honolulu Races. I got over that 30 years ago.

Diana: I learned that if I really prepared for the things I worried about, they would never happen. I was very concerned, for example, about rounding Cape Hatteras, the 'graveyard of the Atlantic'. This because there were only the two of us aboard at the time. But Jim and I discussed what sails we'd use, went over the reefing and all the other contingencies. When we finally got to Hatteras, it was so calm we had to motor around.

Preparation is everything. Once you've got that as well as some knowledge and experience, you don't have anything to worry about.

Jim: Once you start to trust your boat, your wife and your crew, the anxieties all go away.

**Latitude:** Can you give some kind of characterization to the weather conditions you experienced during your circumnavigation? What were the typical conditions and how often did you have to sail to weather?

Jim: Ideal conditions are between Force 3 and Force 7, which means about 10 to 30 knots of wind. We figure it was like this about 85% of the time. The other 15% of the time we had more than 30 knots of wind.

**Latitude:** Weren't you ever becalmed?

Jim: It was almost never so calm that we couldn't sail — maybe 5% of the time or less. On the way from Mexico to the Marquesas, for example, we only motored for four hours. Of course, there are exceptions. Long Island Sound, and to a certain extent, parts of the Med.

The strongest wind we experienced was when we were hit by a tropical depression between Bora Bora and American Samoa. Our knotmeter was pegged for two days, so it blew about 65 or 70 knots.

Diana: And it wasn't even a reported storm until two days later.

Jim: The seas were like being on the inside of a washing machine. The wind shifted about 90° in just five hours, so no real wave pattern ever developed.

**Latitude:** You went the 'right way' around the world, which means the wind is supposed to be at your back most of the time. What percentage of the time did you have to sail to weather?

**Jim:** Probably about 15 to 20% of the time, and it could have been less. We wanted to get to Perth in time for the America's Cup, so we had to sail all the way down the west coast of Australia going to weather. If we could have waited for the seasons to change, the same sail would have been downwind.

The other big windward segment was Panama to San Francisco, and there's no avoiding it. Some cruisers think it's easiest to do that leg via Hawaii, but I've sailed back from Hawaii and it's no fun.

But if you follow the Pilot Charts, you can pretty well mosey from here all the way to Singapore off the wind. And if you wait for the monsoons to change direction, you really don't have to sail upwind until you get to the Red Sea.

**Latitude:** With your emphasis on performance cruising, what kind of sail inventory did you have — and did you wish you had any additional sails?

**Jim:** We had a light #1, a #1, a 130% #2 which was our bread & butter sail, a #3, 3/4 and 1.5 ounce spinnakers, a staysail, a storm staysail, and a main with three reefs. So much of cruising is done in 5 to 8 knots of wind that the average 'crab crusher' cruiser has to power. If he were to carry a light #1, he could probably sail at three knots.

**Latitude:** Suppose a cruiser isn't that interested in performance. What's the minimum sail inventory you'd recommend?

**Jim:** A #1, #2, #3, a staysail and main. And depending on the boat, either a storm trysail or a storm staysail.

**Latitude:** Did the circumnavigation live up to your expectations?

**Jim:** We didn't really have any expectations. It hadn't been a long time dream of ours to sail into the sunset, so everything that happened was wonderful. The worst part was finally recognizing we were indeed coming home.

**Latitude:** Neither of you came back home very often during the cruise. Did you get homesick?

**Diana:** No, we were with our home. In addition, members of my family all came out at least once. My father to Australia, my daughter to Spain and Annapolis, my sister to Barbados, and my brother to the Wellen Canal in Canada — of course, he lives there.

We also had about 25 to 30 people from back here come out to sail with us. The rule was they had to bring two bags; one for themselves and one for the boat. Always included in the bag for the boat was real pickle relish, pipe tobacco for captain because it's too expensive elsewhere, all of back-issues of *Latitude* and other magazines and mail, and whatever parts were needed.

**Latitude:** Is money the primary reason you returned to the Bay Area and jobs?

**Diana:** For us it was. Family, too. We both have elderly parents.

**Latitude:** If you had all the time and money you needed to go again right now, where would you head, in what boat, and equipped with what?

**Jim:** Same boat, with a watermaker, bigger alternator and new sails. We'd head for the places we haven't seen: China, the Phillipines and Japan. Or the west coast of South America. We've never heard a bad word from people who've visited South Africa, so we'd like to

go there. The west and east coast of Africa are supposed to be bad, but South Africa gets raves. We'd also like to go to Russia.

**Diana:** Since we're talking wishes, we wish we could and would have been able to start our cruise earlier. You hear cruisers advise others to 'Go now'. Well, our advice is to Go Now! Go Now! Go Now! It doesn't matter about your job or kids, just go. Have kids along the way.

**Jim:** Part of reason we'd take *Nalu IV* again is that it almost

**"Between 60 and 80% of the people out cruising don't know how to sail."**

necessitated that we have crew. These crew — they came from 12 different countries — are now members of our family. The friendships we made with these people are right at the top of the list of highlights of our adventure.

**Latitude:** So do you plan to cruise again?

**Jim:** Health and money permitting, we want to leave again in three to five years.

**Latitude:** Tell us about your current projects.

**Diana:** Jim is back into marine surveying. In terms of years of experience, he's the second oldest active surveyor in Northern California. And he does consulting on all kinds of boats: wood, racing and custom.

We also have three joint ventures.

The first is producing a set of eight workbooks for cruisers. We're doing this because so many people about to take off just aren't prepared. Because they aren't prepared, they'll have bad experiences, become discouraged, and have their dream fall apart.

Our first workbook is geared toward self-evaluation: Are you really ready? Do you have the necessary skills and experience? Can you handle the mechanical problems? Based on your responses to that workbook, you can continue on to the other seven titles which deal with the proper yacht, documents, banking, systems maintenance, the galley, spare parts stowage, passage-making and performance sailing. We did them in separate workbooks because then people only have to buy what they need. The first three workbooks are available now at \$7.95 each from The Armchair Sailor, or then can be ordered from Cruiser's Education in Oakland at (510) 763-1960. The whole series will be available by March.

Our second joint venture is day-long seminars. They'll be in-depth with lots of hands-on teaching. We'll cover provisioning, safety, health, basic sailing skills, reefing — all that stuff. Our experience is that most cruisers can't even get a sail flat! The first such seminar will be Saturday, January 23 at the Oakland YC in Alameda. The cost will be \$175 per person or \$300 a couple. Books and lunch will be included.

The third thing we'll be doing is offering one-day, one-on-one intensive seminars with individuals or couples on their boats. These will include everything, even going sailing and a boat survey, if necessary. We've yet to determine a price on these as yet.

**Latitude:** Any final words?

**Jim:** People need to cruise in a boat that can take care of them better than they can take care of themselves. Then they'll feel they're in good hands.

**Diana:** I know a lot of women about to go cruising are afraid. As I look back at the last seven years, it's the most fun I've ever had — largely because I was able to spend 24 hours a day with my husband.

"Still in the water," I sighed. My boat was supposed to have been hauled first thing in the morning, but there it was floating three berths away from the travelift dock.

I always make a point of not being present when my boat comes out. No reason

I ran  
my fingers along  
the leading  
edge.  
It felt  
like glass.

why I should have to hear the sound of creaking bulkheads and flexing plastic as the travelift slings take the strain. I'd rather not watch the boat swing through space on its bumpy trip across the yard. I certainly don't need to be there when they set up the blocks and the jackstands — if they're going to do it wrong, I want to be far away! And I've heard enough horror stories to know that yards do get it wrong once in a while.

So I wasn't happy when I arrived at the boatyard in the middle of the day of my scheduled haulout to find my boat still floating, and another boat hanging from the slings about to be launched. The yard was on their lunch break, and nothing would happen for another half hour or so. I really wanted to get to work on the bottom — or at least take a good look at it and figure out what was needed this time around.

But before I stomped over to the yard office to find out when I could expect to be hauled, I had to take a closer look at that boat hanging in the slings. It was a brand new IMS racer, with an almost plumb bow and a very clean-looking hull. Everything

contemplated the proportions of the big rig and very deep keel and rudder, both with the swept-back shark fin style tips in accordance with current fashion.

I could smell the new bottom paint, and some of the workers were hidden from view on the other side of the boat, no doubt giving the hull a final polish with some ridiculously fine grade of wet sandpaper. By their voices I could tell these workers were female. Then I noticed a bicycle that I thought I had seen somewhere before leaning against a nearby building, and at about the same time I thought I recognized one of the voices of the crew.

Walking around to the other side of the travelift I came upon three short figures in paper space-suits, particle masks, and goggles discussing sandpaper technique.

"First you fold it in quarters," explained one of them, "then open it up again like this. Now tear along one of the short folds from the middle of a long edge to the center of the sheet."

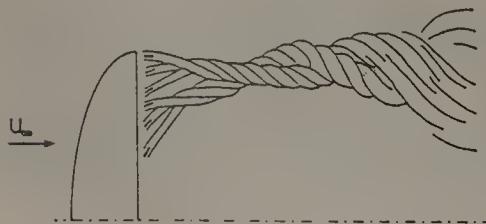
She waited for the other two sanders to follow her demonstration.

"Then fold one of the quarter panels down over the other one so that the abrasive surfaces are facing away from each other. And finally, fold those two panels inside the remaining two panels. The result will be a pad of sandpaper that's one-quarter the size of a full sheet, but no two abrasive surfaces touch each other."

"Neat trick!" said one of the other sanders.

"Cool!" said the third woman. After squirting some more water on the keel of the new yacht they turned to, sanding with vigor.

*Pay attention, now. Left, a vortex sheet consolidates into vortex tube behind a foil; below, elliptical planforms with varying amounts of sweep.*



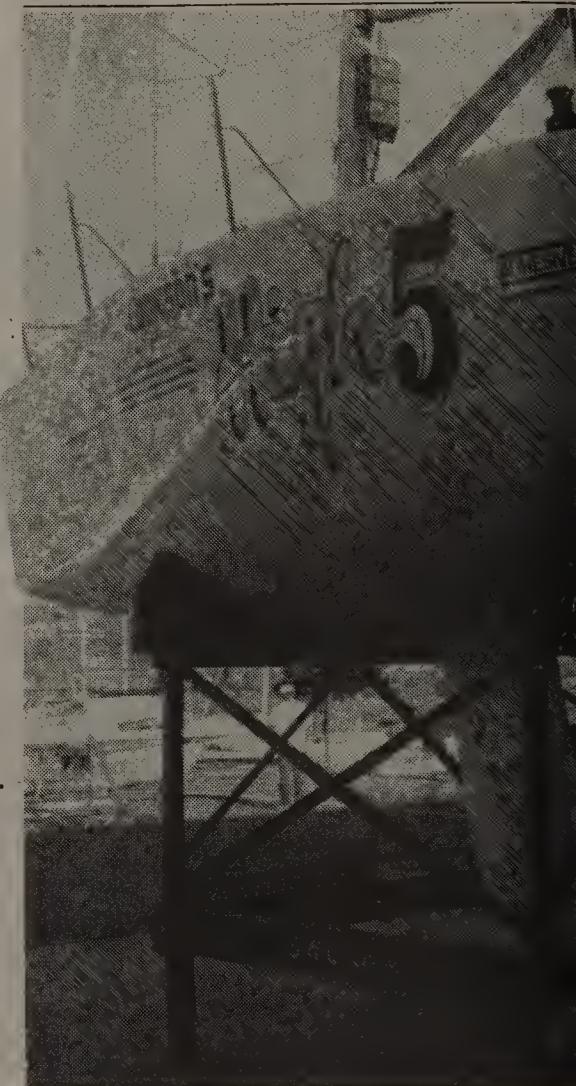
about it said 'speed'. Length, lightness, enough beam for some power, and none of the fool-the-water hollows and lumps of that other measurement rule.

"The fleet won't stand a chance against a machine like this," I thought to myself as I

"That you in there, Lee Helm?" I inquired as I walked up to the boat.

"Yo, Max!" she answered through the particle mask. "Don't get too close to his stuff without some protection! It's totally lethal."

"I thought the whole idea of wet sanding



is to prevent the dust from flying around, so you don't have to wear all that gear," I said.

"Well, maybe," she answered, "but we've been like swimming in the stuff all morning, trying to finish our last pass before they launch. Good thing we were here, too, because they started to put us in this morning! I mean, we were scheduled to splash at the end of the day!"

"Had to do some fast talking to get them to wait a few hours," added one of Lee's friends.

"So that's why my boat's still sitting in the channel, instead of up here in the yard," I mumbled. "Nice going."

Lee introduced her two friends, and explained that they would all be crewing on this new boat in the local midwinter races.

"I thought I was just coming down here to touch up the spots they couldn't paint because of the cradle pads and keel block," said one of the women. "Turned out to be a full-on bottom treatment party."

"Can't leave anything to chance," said Lee as she stroked the keel root area. Even the patches of the hull that started to dry as the water ran off were so smooth that I could practically see my reflection. And this was bottom paint!

"A boat just like this one's been winning everything in sight in Southern California," one of them bragged. "We're stoked."

"Right," said Lee's other friend. "In just



'Cookson's High-Five' exemplifies state-of-the-art thinking in IMS — at least this week. This boat won its class going away at Kenwood Cup and the Big Boat Series.

three years, they've done to the IMS what it took 15 years to do to the IOR!"

"Except that the boats that seem to be beating the IMS," I noted, "look to me like good, fast boats regardless of the rule. Can't say that about the last batch of one-tonners."

"For sure," said Lee. "The IMS would be a great rule if the people administering it weren't like brain-dead — or in the pocket of the big manufacturers. But that problem can, and eventually will, be fixed."

"How?"

"Okay, one: return to the original philosophy of continuously adjusting the various weighing factors to keep different types of boats competitive. Two: do away with the secrecy, both for the rating formula and for the measured lines. And three: choose a single number handicap for each local event. But like you said, IMS produces great boats. Look at this keel — awesome!"

Now she was rubbing the tip of the keel, which was thicker and a little longer than most of the keel above it. Her hand moved fore and aft along the shiny smooth painted lead, reaching around under the keel tip and up the other side a few inches.

"It's awfully deep for a boat this size," I said. "Probably the boat's only bad feature,

if you were to take it cruising."

"Sure makes it go fast, though," replied one of the crew. "And I especially like the way the keel bends backwards and then blends into the bulb."

"But don't you think the designer over-stylized it a little? Ever since you explained about induced drag caused by vortex shedding around the tip, I know it's important to keep the tip short. This keel design might allow a bit more ballast down low, but hydrodynamically it looks like a compromise."

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ally when she was with a couple of her cronies. For all I knew they could be fellow graduate students from the Naval Architecture department, and it would be three against one when they began to rectify my ignorance. Or even worse, they might be non-techie sailors, and Lee would be obliged to show off.

Lee and one of the other women looked at each other: "Do you want to handle this, or should I?" asked Lee.

"He's your friend," said the other one. "You explain it."

Just as I feared. Lee cleared her throat.

"It's not just the chord length of the tip, Max. It's the spanwise — that's for a keel, the vertical — distribution of lift."

"Right," I said, remembering some of this from Lee's last 'lecture' on induced drag. "You want the distribution of lift along the span of a wing to be elliptical, so the vortex shedding causes a constant downwash everywhere along the wing."

"Okay, close enough," admitted Lee.

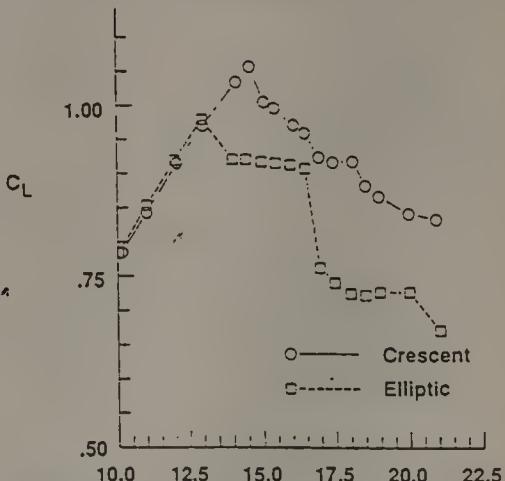
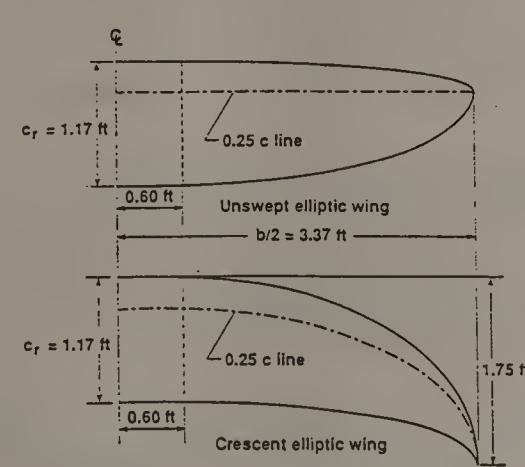
"But this keel doesn't look anything like an ellipse," I pointed out.

"But it's still fairly close to an elliptical lift distribution," Lee countered. "I mean, if the leading edge is an ellipse, and the trailing edge is an ellipse, the area between them will also be an elliptical distribution."

"Hmmm. Okay, I guess you're right. But why all the sweep then?"

"There's actually some interesting stuff going on there. Remember that the elliptical lift distribution was derived from 'lifting line' theory, which says, among other things, that the downward momentum (using airplane coordinates and assuming a horizontal wing)

*Lift versus angle of attack for unswept and crescent shaped foils. The foil with the swept tip can generate 8% more lift.*



is imparted to the fluid as it passes a one-dimensional line. A real wing has finite chord length, with the result that the vorticity from one part of a tapered wing causes some

I must have been in a reckless mood to say something like that to Lee Helm, especially when she was with a couple of her cronies. For all I knew they could be fellow graduate students from the Naval Architecture department, and it would be three against one when they began to rectify my ignorance. Or even worse, they might be non-techie sailors, and Lee would be obliged to show off.

# MAX EBB — SWEPT AWAY

spanwise or vertical flow on other parts of the wing, before the fluid has reached the trailing edge."

"And?"

Lee's friend couldn't resist.

"And this will always make the tip slightly 'stalled' for even a moderate angle of attack. A small amount of tip separation is a fact of life for a real airfoil. What's more, there's a tendency for the 'vortex sheet' to consolidate into a vortex tube, which is pulled inboard making the foil behave as if it has a lower aspect ratio."

"Which makes the foil less efficient?"

"Right, less efficient than lifting line theory would predict."

"So if I understand this correctly, the swept tip just holds the vortex tube, as you call it, out at the tip of the keel to keep the aspect ratio up."

"It also recovers some energy from the vortex tube," Lee asserted. "It's like, there's a whole 'nother mode for generating lift that works at low aspect ratios and high angles of attack: lift due to 'leading edge separation-induced vortex flow'. Now I know I just got through convincing you that the swept tip keeps the effective aspect ratio high, but

rest of the foil is still attached."

"I'm not sure I follow you, Lee."

"I'll show you some diagrams of flow 'streaklines', as they call them, which represent the direction of flow right at the surface of airfoils at various angles of attack, and with various amounts of tip sweep. The explanation may not be very intuitive, but the pictures are."

She stood back while one of her friends wetted down the keel again.

"Then there's that cutaway trailing edge near the hull. I know you explained that once before, but it seems to me that the hull should be like an airplane fuselage, as if the keel was mirrored on the other side. You never see airplane wings cut away like that near the fuselage."

"If the keel were attached to a very wide or very deep hull, you'd be right. But like, water surface is very springy. When there's high pressure underneath it pushes up, and when there's low pressure it gets pulled down. So the pressure difference near the root of the keel effects the water level on each side of the boat, and this has the same effect as the tip vortex as the water flows aft,

"Partially, because of the partial reflection of the hull. Don't you remember that thesis by a friend of mine at the Naval Architecture

**"Don't get too close to this stuff without some protection. It's totally lethal."**

department, where he analyzed windsurfer skeg planforms? It was also presented to the local section of the Society of Naval Architects and Marine Engineers. You ought to come to some of our meetings!"

"So that's where you get this stuff," I said.

"The paper that demonstrates the effect of tip sweep actually is from the SailTech 89 conference down at Stanford, sponsored jointly by the American Institute of Aeronautics and Astronautics (AIAA) and the Society of Naval Architects and Marine Engineers (SNAME). It's called 'Keels and Rudders with Highly Swept Tips', by Dam, Vijgen and Obara, if you want to look it up."

"You mean you're not going to send me a copy?"

"Okay, it's in the mail," she said as she carefully inspected the keel, squinting to view the surface at the lowest possible angle while the sheets of water slid down. I watched her lightly polish a few isolated 'rough' spots.

"Yes!" she finally exclaimed.

I ran my fingers along the leading edge, and it felt like glass.

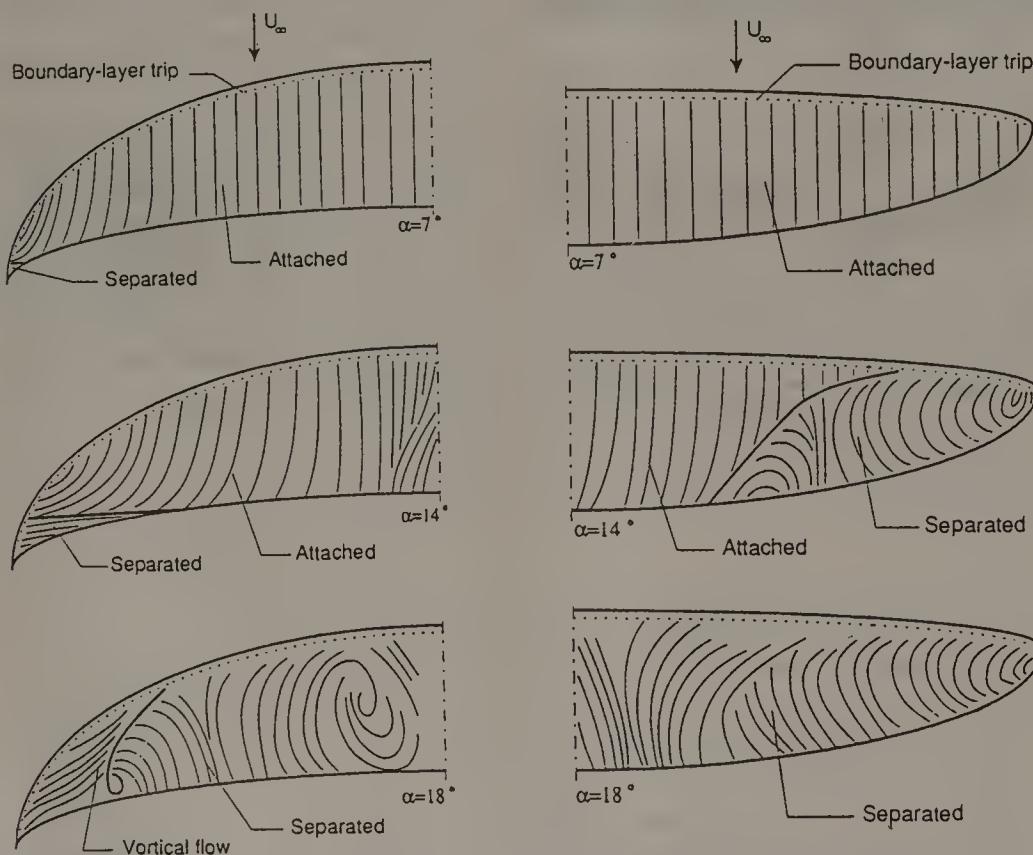
**"L**unch's over!" shouted the travellift driver as climbed up to the controls. "Time to go in the drink!"

The three women stood back and peeled off their masks and goggles, and the travellift's diesel roared to life.

"You're next!" the lift driver shouted at me. Two kids who worked for the yard were already untangling my boat and getting it ready to move into position as soon as the lift dock was clear.

Time for me to get back to the office!

— max ebb



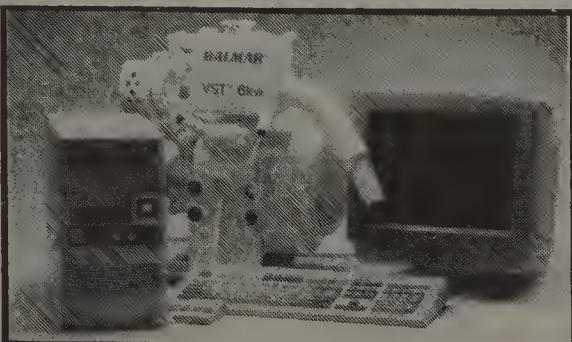
Surface flow streaklines over swept (left) and unswept (above) foils.

carrying energy away from the foil."

"So the foil should look more like a full ellipse, instead of a half ellipse?"

locally, the tip behaves like a low aspect ratio foil. And if there's sweep, the tip sees an angle of attack higher than the rest of the foil because of the effect of the vorticity spilling off the inner part of the span. So the swept tip is going to be in separated flow when the

# PRODUCT HIGHLIGHTS



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## New Varnish Hits Marine Industry

DETCO'S CRYSTAL, a brand new spar varnish product, has just been released to the market according to Scott Templin, Sales Manager for DETCO MARINE, long known for their two-part caulks, epoxies and STERLING urethanes.

"The result of substantial field testing in California and South Florida, DETCO'S CRYSTAL varnish has demonstrated unmatched resistance to crazing along with superior gloss retention and surface toughness," Templin said.

The manufacturer claims the new product is easily applied, dries very quickly and builds faster, owing to its high-solids makeup. "This also accounts for its compliance with California's tough new air pollution rules," commented Templin, who added that DETCO'S CRYSTAL was designed around the continually-expressed needs of professional applicators so that it offers the best qualities of the best varnishes, in one package.

Also available in pints, gallons and economical 5's, a quart retails at \$28.00.

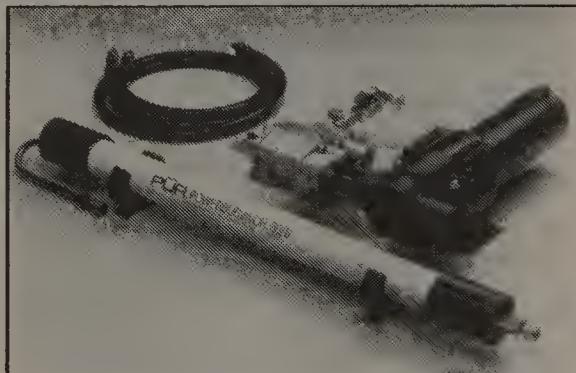
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## The New PowerSurvivor-80II: Stainless Steel Pump Gives Sailors More Water For 12 Volts

Recovery Engineering, Inc. introduced the PUR™ PowerSurvivor-80II watermaker, the most energy efficient 12-volt watermaker on the market. Drawing only eight amps, the PowerSurvivor-80II produced up to 3.6 gallons of fresh water per hour.

The integrated design of the new stainless steel pump has 50% fewer parts, allowing more efficient operation than its predecessor, the PowerSurvivor-80. The PowerSurvivor-80II efficiently desalinates up to 3.6 gallons of water per hour, nearly 10% more output than the PowerSurvivor-80.

A stainless steel pump is breakthrough technology in watermakers, and cuts down significantly on the number of parts a sailor has to worry about when trying to maintain or repair the pump on board in the middle of the ocean.

The Survivor and PowerSurvivor reverse-osmosis watermakers are the most effective means of producing fresh water from seawater.

The retail price for the PowerSurvivor-80II remains at \$3,195 for the enclosed model and \$2,995 for the modular version.

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With reports this month on a particularly **courageous charter captain**; on a 'second chance' charter in the British Virgins; and, **Cruise Notes**.

### Charter Captain Courageous

Just as there are all kinds of different people, there are all kinds of charter captains. At the extremes, you've got intelligent, healthy captains who are in the process of destroying everything they have going for them with alcohol, lassitude and indolence. At the other extreme, there are captains who are dynamic examples of making the best of what they've got and of rebounding from terrible adversity. Augustine Gerard, a French charter captain whom we met at St. Barts this summer, is one of the latter.

Forty-four years old, the trim and handsome Gerard has been running charter boats for the last 24 years. What's remarkable, is that he's done it for almost the last 10 years with just one arm. The problems he's had to overcome were made clear to us the day we dinghied over to visit his boat. He was in the water scrubbing the bottom of his 66-foot ketch. Cleaning a small boat while free swimming is a difficult job if you have all your limbs; imagine trying to do the same with just one arm.

Gerard grew up near Cannes in the South of France and immediately took to the water. From age 8 to 14, he rowed. Then he began using his father's fishing boat, a traditional craft with a mast and sails. His first sailboat was a Ponan, a 17-foot centerboarder. When he returned from the Army, he ran a powerboat for one year, but was

the three years he owned her, he singlehanded across the Atlantic twice and visited many countries. That, too, was good, but made him want to see more of the world. Toward that end, he took a position as captain of a 68-foot motorsailor for the years 1971 to 1974.

The job on the motorsailor was good and he got to visit new places, but he wanted his own boat so he could sail wherever he pleased. So he started building a 48-foot steel ketch. "I think ketches are very practical," Gerard explains, "because none of the sails are too big." It was while building this ketch, however, that tragedy struck.

"The hull was out of the water, and I wanted to adjust its position. There was a chock of wood above the jack and a chock of wood beneath it. But the top chock broke and the 10-ton hull fell onto my arm, severing it a little above the elbow."

Most men so 'handicapped' would have soured for sailing and the boat that had 'done it' to them. But not Gerard. "I never thought of stopping. As soon as I was able, I finished building *Mwari II* myself." It would not be the last boat he would build — we're not trying to be funny — singlehanded.

Gerard ultimately sailed the Joubert designed ketch across the Atlantic 11 times. For nine years he chartered her between Greece, Turkey and the Caribbean. "She was a good strong sailing boat," he remembers, "and while I didn't make a lot of money in

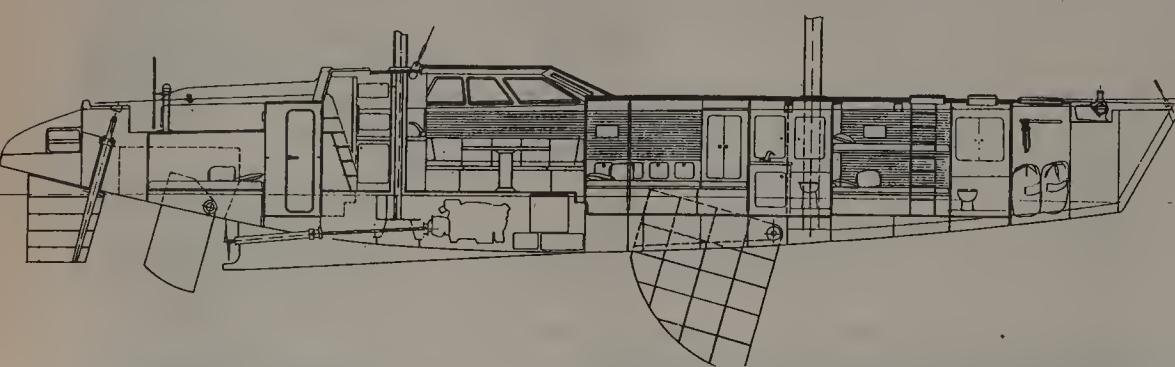


dollar high, he sold his much-loved boat in St. Thomas, "for four times what it had cost me to build her."

Gerard was then hired to supervise construction of an 85-foot Ron Holland-designed schooner in Italy. "First she was going to be built of aluminum, but then they decided to do her in steel. As a result, she ended up being much too heavy, a disaster." He nonetheless stayed on as captain until the unfortunate owner sold the schooner two years later.

"Since I didn't have a job, I decided I'd build another boat for myself. I had two clients who said they'd be partners with me. Once the boat was built, I'd take her around the world and they would visit me as time permitted. So I went to designer Phillip Harlé and had him draw a twin centerboard ketch to be built of aluminum." The twin centerboards, a favorite of Harlé, means the 66,000-lb ketch needs only four feet of water.

Gerard had a yard build the hull. But he completed the boat himself in just two years. That's correct, with just one arm he installed the engine and refrigeration systems, did all the wiring and almost all the woodwork. The



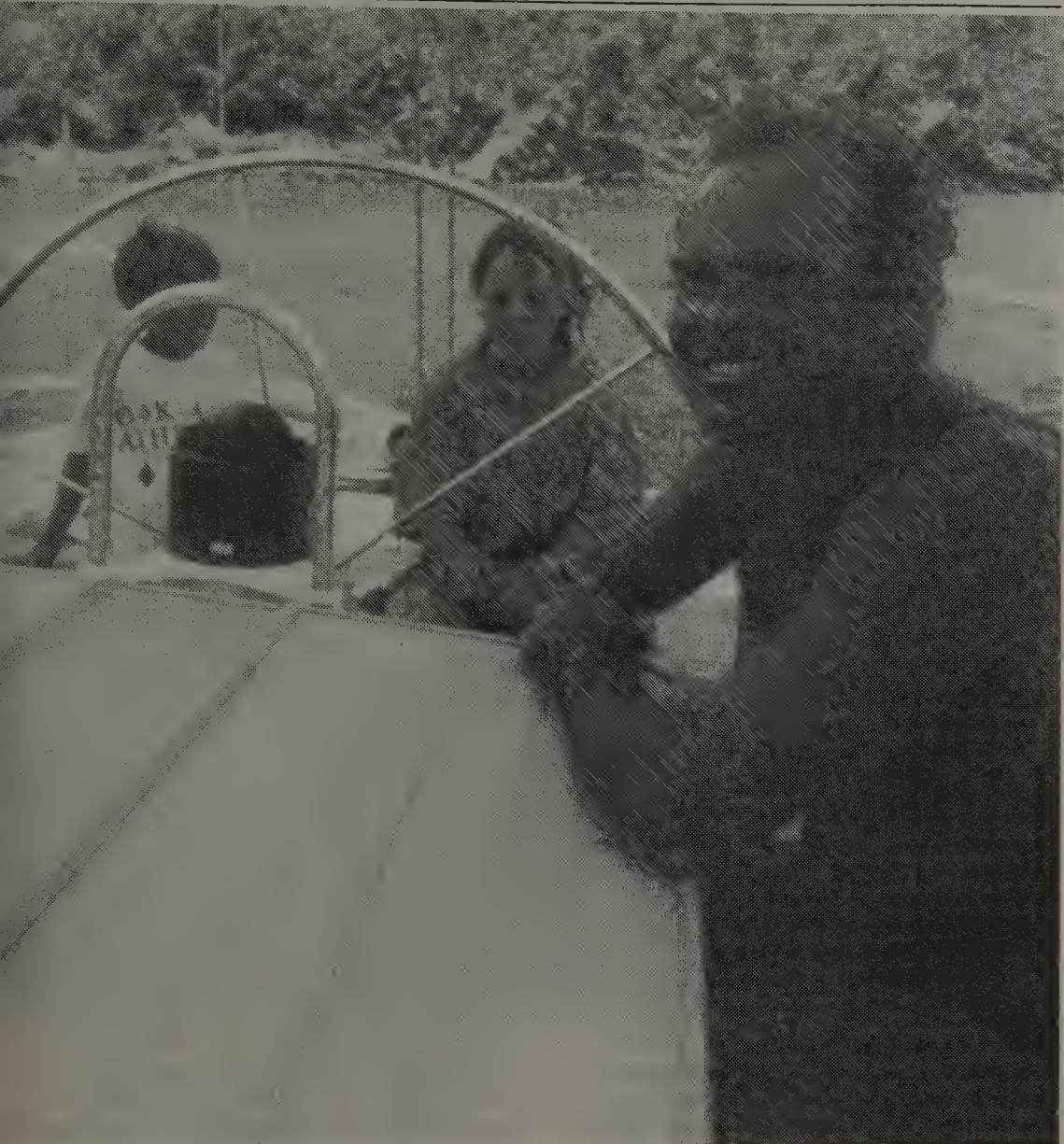
disenchanted. "I wanted to go further out to sea," he says.

In order to accomplish this, at the tender age of 23 he purchased a 37-foot centerboard wood ketch that had been built in Algeria to a Argentinean design. During

'JAIPUR' draws just four feet with her boards up. Although 66-ft long and 66,000 pounds, Gerard has no trouble singlehanding her.

the charter business, it was enough to allow me to keep sailing and travelling."

In 1985, when the franc was low and the



LATITUDE/RICHARD

**Spread:** Gerard relaxes in the cockpit of the immaculate 66-ft ketch he built. **Inset:** 'Jaipur' from astern.

exceptions were things like the final trim and the interior design.

He christened the black-hulled ketch *Jaipur*, and launched her on May 15, 1991. After slim summer chartering in the Balearics — "the brokers didn't know the boat yet" — he crossed the Atlantic. "It was the strangest crossing I ever had. Either too much wind or none at all. Mostly no wind."

Since arriving in Guadeloupe, Gerard has been doing charters in the Caribbean. He also spent this summer in the Caribbean so the brokers could get to know him and his boat. He hopes to be heavily booked this winter.

Gerard does things so quickly and smoothly, you never realize he only has one arm. He pulled alongside our boat when we were fiddling with something in the cockpit, and before we blinked an eye, he'd tied her off and hopped aboard. 'How'd the hell he do that!?' we wondered.

"The hardest things for me to do," Gerard

said in response to our question, "are to wash dishes and sew." A lot of you women are probably saying, "Right, I know a lot of guys like that." But if you think about it, it stands to reason.

As for sailing, Gerard says it's no problem with just one arm. When we visited him, he had a young female language student aboard who was serving as deckhand, but she had to fly back to France in a week. Gerard was not concerned about being alone with the boat. "Sailing *Jaipur* by myself is not difficult for me. Last November, for example, I singlehanded her from Martinique to Guadeloupe to St. Kitts to St. Thomas. I was under sail the entire time — no motoring — and I averaged 10 knots."

Since Gerard has spent more than half his 44 years in the charter business, we asked him what his favorite areas were. He mentioned all the usual suspects: Turkey, Greece, the Med, Corsica and the West Indies. When pressed, he said Turkey was the best.

"You could cruise for five years in Turkey and never drop the hook in the same anchorage. There are so many places to go. It's very protected, has flat-water and is even

experience. And as long as you stay away from the tourist places, it's very inexpensive."

As for Gerard's long term plans, he may decide to sell *Jaipur*, which he figures is worth more than \$1,350,000 U.S. "My two clients have had troubles with the global economy and have backed out of supporting a trip around the world. For just myself, this boat is too big and too expensive."

The irony is that he wishes he had his 48-foot ketch *Mwari II* back, the one that he lost his arm building. "At 48-feet, she was just perfect for two people to cruise. She could carry two tons of water and moved at a good average speed."

Meantime, Gerard and *Jaipur* are available for crewed charters this winter. Although his English is halting, Gerard had some surprising news. "I like doing charters for Americans, Germans and Spanish, but not the French. I like Americans most of all!"

*Jaipur* is a lovely, clean modern yacht with three-double berths, heads and showers ensuite, a large airy salon and spacious decks. She's also got Gerard, who is one hell of an inspiration. If you might be interested in such a charter, his agent is Charter Services in the Virgin Islands. (809) 776-5300.

— *latitude 38*

### Second Chance Charter In The BVI's

When we first chartered in the British Virgin Islands in July of 1990, we selected North/South Yacht Vacations because, 1)

COURTESY BRITISH ISLANDS TOURIST BOARD



'The Caves' of Norman Island are just one of the many great places to dive in the British Virgin Islands.

they were located in the BVI's; and, 2) they offered what seemed to be a great deal: two off-season weeks for the price of one.

That first trip turned out to be a combination of heaven and hell. The area was beautiful and the sailing terrific — beyond our expectations. However, the C&C 43 we were given to charter was also beyond our expectations — unfortunately, in a funky way. Furthermore, we were plagued by problems with the freshwater system and had to try to repair broken and loose battery terminals with inadequate tools. But hey, the price had been right.

When the seven of us decided we just had to go back to the BVI's, we went through the process of evaluating all the possible charter outfits once again — North/South included. In the process, we learned that North/South's Leverick Bay location in Gorda Sound — which in my estimation had been providing minimal support and service — had been taken over for a Pusser's (Rum) Resort. North/South was now based in Nanny Cay on Tortola, and had made some additions to her fleet.

We soon found ourselves considering an Endeavor 51, which North/South had acquired from now defunct CSY Charters. North/South still had their unique two weeks-for-the-price-of-one offer in low-season. Since the best anyone else was offering was 10 days for the price of seven, we put the other brochures away and signed up with North/South.

The pre-trip paperwork went without a hitch. Since we now had several teenage drivers, we signed up for optional dink insurance. But we passed again on the provisioning. Our experience from the first charter trip convinced us that with 14 days and no hurry to get from the dock, buying the food ourselves made sense. But this time we did bring some basics along with us: coffee, spices, granola and other odds and ends.

When we arrived at the Nanny Cay base in early August, we found a completely different operation than the one they'd had at Leverick Bay. The office faced the marina and abundant staff were identifiable in their North/South T-shirts. Since we had decided not to spend any nights ashore, we settled aboard immediately upon arrival at 5:30 pm.

Terry, the base manager, and Mark, his assistant, soon came by to greet us and give us the time of the chart-briefing the following morning. They also noted a missing stanchion and port lifeline, and assured us that a mechanic would get on the job first thing the next morning.



While we went through the obligatory chart-briefing the next morning, a mechanic indeed showed up to replace the broken stanchion. We learned it had broken during a poorly-conceived late-night raft-up at Great Harbor, Jost van Dyke, during which time another North/South yacht had her anchor line fouled and cut by the ferry. I helped Terry replace the lifelines, and while circle-clipping the turnbuckles, he asked where I was from. When I told him we were from San Francisco Bay, he said based on his 12 years in the charter business, it was the West Coast people he liked to see the most. "You guys sail in such funky weather that you can handle anything down here without any problem." It made me proud to have taken my licks on San Francisco Bay!

While Andrew repaired a weak hinge on the cockpit table, our group split up to gather supplies. Some of our party provisioned right there at Nanny Cay — no trip to Roadtown was necessary — while the rest of us piddled with other last-minute chores. We were out in the Sir Francis Drake Channel by 11:30 am. — 'island time' for "10:00 sharp!"

The next two weeks were wonderful. Although officially off-season, the weather was great for sailing, the water startlingly clear, the rain squalls brief, the islands fun,

*The British Virgins have many attractions. The most popular is probably The Baths, where blue water mingles with apartment-size boulders.*

and the 'Painkillers' potent. The one bit of advice we'd suggest everyone take is to not miss the snorkeling off Norman Island's Treasure Point and the tiny group of nearby rocks known as the Indians. The Parks Department has installed day use mooring buoys that allow you to 'park' and dive without hassle — and without burdening your conscience for having possibly damaged the coral. You pay to use the buoys, but it's worth it.

When in the British Virgins, also make sure to get off the boat periodically to interact with the locals — especially those who don't have the same color skin as you. We did just that when we went to a Full Moon Party — any excuse for a party will suffice in this part of the world — at Bomba's Surfside Shack. We worked up a big sweat dancing to live soka and reggae. Even though we didn't stay for the mushroom tea that was to be served at midnight, we still had a great time.

The Soggy Dollar Bar at White Bay, Jost van Dyke, in my estimation still makes the best 'Painkillers' in the British Virgins. You also want to visit Foxy's over in Great Harbor, Jost van Dyke. It makes no difference who you are or what you look



COURTESY BRITISH ISLANDS TOURIST BOARD

like, Foxy will likely as not make up a song about you as you walk up the beach. He's been doing it for years.

I found checking out for the U.S. Virgin Islands to be no hassle at West End, Tortola, but did hear some noises about periodic difficulties when doing so from Customs at Great Harbor. If you're returning from the U.S. Virgin Islands and going ashore for a drink at Foxy's in Great Harbor, it's best to play it straight by checking in with Customs first.

On our short jaunt to Cruz Bay, St. John, U.S. Virgin Islands, we had a confusing check in and out. It's best, we learned, to bring your boat and entire crew to the Customs Dock, which is the poorly identified white building on the right side of the 'government area'.

Having checked in, we spent the night at Hawksnest Bay, St. John. The area is beautiful, but much of the coral is dead. Furthermore, large areas of the beach were posted with signs that read: "Keep Out", "Don't Touch" and "Keep Off The Grass". We later heard that much of the dead coral was caused by hurricane Hugo, but nonetheless, the vibes on St. John were too 'American' for us. Thus we retreated back to the BVI's the next day, having not really given St. John a fair chance.

When we got back to West End, Tortola, we couldn't get any fresh water out of the

tanks. Convinced the fresh water system was broken on this North/South boat, too, we called the base. We did this using the cellular phone that came with the boat. Before we knew it, a mechanic was diligently trying to find out what was wrong with our system. It was rather simple, actually. We had no more water. We take full responsibility for the problem, as we hadn't paid proper attention during the boat check-out when the number, location and capacity of tanks was discussed.

Initially, we were dismayed to find a cellular telephone on the boat. But it proved a big help not only in clearing up our problem with the fresh water system, but allowed us to check in for specific instructions when hurricane Andrew began to become a concern.

Our Endeavor 51 also had an inverter system that had been left over from her days as a member of the CSY fleet. It allowed us to enjoy BLT sandwiches — quite a novelty afloat. The space that had once held the TV and VCR were, thankfully, empty. Just the unlit tube would have begged to be covered with a towel.

When we turned the boat back in, North/South offered \$100 off our next charter if we would leave her "clean". All that meant was tidying up: coiling the lines, emptying the refrigerator, folding the linen, etc. There was really nothing to it. When we asked if our 'clean-up' needed to be verified, Lena, who works in the office, just smiled and handed us the \$100 off coupon.

Do the British Virgin Islands Especially if it's your first bareboat experience. While North/South boats aren't high performance, the price is right and the service was good. If you do such a charter, have a great time — and a Painkiller for me!

P.S. I also recommend bringing along your own ditty bag, 50-feet of light nylon line and a Leatherman combo tool. They will come in handy.

— steve tierra  
graton, CA

#### Charter Notes:

If you're hungry for unusual **charter excitement**, you need look no further than the ads in this month's *Latitude*. The owners of the 74-foot yawl **Big Toy**, now in Costa Rica, are offering berths for the **Amazon River** and the East Coast of South America. Then there's the 112-ft schooner, **Manutea**,

LATITUDE/RICHARD



If you can't have fun on a Caribbean race-cruise, you are hedonistically-impaired.

which has space available for her trip around Cape Horn. Alan Olson is also offering a **Pacific Rim Expedition** that will take him, his classic **Maramel**, and charter guests to Hawaii, Micronesia, China, Japan, Russia and Alaska. So let's not hear any whining about there not being anything interesting to do.

If you have a little more R&R (racing and relaxation) in mind, consider **Escapade's** 'race charters' in the Caribbean this spring with former Northern Californian Greg Dorland. The Baltic Magnum 42 DP, which is equipped with kevlar sails and three chutes, will be available for the Heineken Regatta (St. Martin) in late February, the BVI Spring Regatta in early April, the Rolex Regatta (St. Thomas) in mid-April and Antigua Sailing Week in late April. If you twist Dorland's arm, he'd probably be willing to do the St. Barths Regatta in mid-February, too.

**Club Nautique** of Alameda and Sausalito has announced they've acquired the membership of the Sausalito-based Ocean Adventures, which had previously been known as Dave Garrett Sailing. The acquisition means that past and present members of the former outfit can now join Club Nautique at no charge.

**The Moorings** recently opened their 25th charter location, Treasure Cay, Great Abaco Island, the Bahamas. Not as far from the United States as the charter bases in the Lesser Antilles, it's expected to appeal to those looking for a quick getaway. The Moorings is the first major charter outfit to open in the Bahamas since that country began seriously courting the charter business a few years ago.

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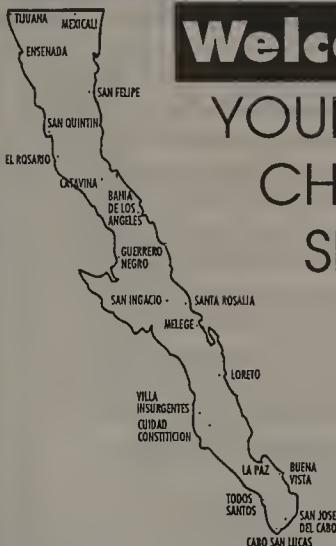
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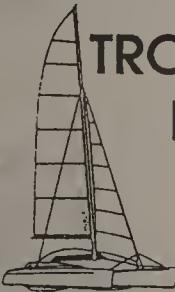


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# THE RACING

With reports this month on the **Half Moon Bay Race**, the **International Masters Regatta**, the **SFYC Invitational**, the **Nimitz Regatta**, the **Vallejo 1-2**, the **ODCA Champion of Champions**, the **HDA Yankee Cup**, the **Hot Tuna Rally**, the **summer beer can series wrap-up** and the **usual race notes**.

## Ocean Racing Finale

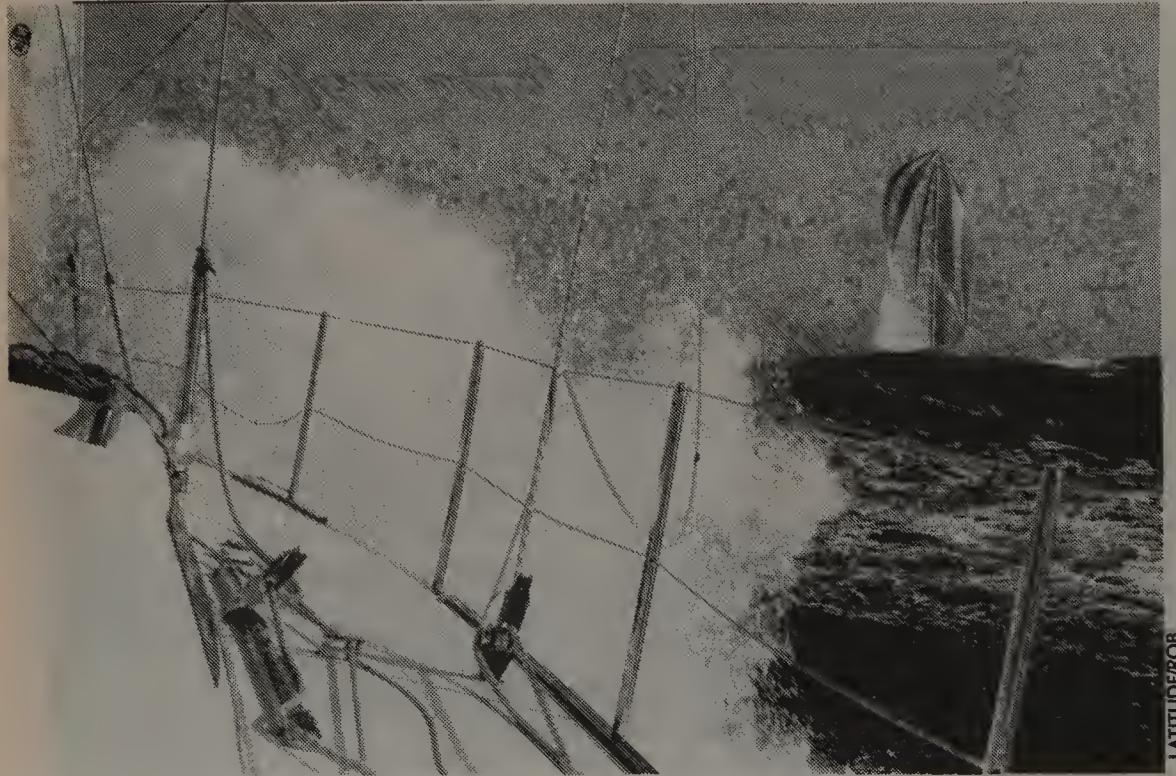
Weatherwise, the Half Moon Bay Race on October 10-11 was a complete dud, featuring various evil combinations of light air, dense fog and foul tide. Yet, the 24-mile 'destination' race was quite the success in terms of numbers: 53 boats participated, 28 OYRA regulars and 25 one-timers. The latter, many of whom sailed in the short-handed division, were taking advantage of a free race invitation to sample ocean racing in a traditionally tame venue.

Conditions, however, were a bit too tame — in fact, about half of the fleet DNFed out

visibility. Fun, huh?

Well, some people enjoyed it, especially Rod Phibbs and his *Animal Farm* crew. They won both ways, in the process coming from behind to claim MORA-II season honors for the second year in a row. "It's the end of an era for us," said son Cairin Phibbs. "We're retiring from ocean racing and the boat's for sale."

Other season winners were *Friday* in MORA-I, *Blitz* in PHRO-I, *Co-Ro-Mar* in PHRO-II and *Great Fun* in SSS. Awards will be handed out at Richmond YC on November 14; anyone who sailed in the ocean this



LATITUDE/ROB

Half Moon Bay Race action — not! Actually, this is a shot of 'Blondie' surfing in the low 20s during the windy Alessio Race. The boat in the foreground, the Andrews 70 'Victoria', destraddled and dismasted about a minute later.

of frustration each way. The trip down was a light air beat, one which favored those that hugged the shore (and who could find the fogged-in finish with their Lorans). The next day's trip home was a tight reach with the .5 ounce spinnaker, followed by an after-dark screaming ride under the bridge in zero

summer is encouraged to attend.

MORA LITE — 1) *Friday*, Express 27, John Liebenberg, 1.5 points. (2 entries)

MORA HEAVY — 1) *Animal Farm*, Wylie 28, Phibbs Phamilly, 1.5 points; 2) *Roadhouse Blues*, J/24, Torben/Bentsen, 7; 3) *George*, Olson 25, Craig



Douglas, 8. (10 boats)

PHRO I — 1) *Spindrift V*, Express 37, The Wrights, and *Pegasus XIV*, Newland 368, Dan Newland, 2.75 points; 3) *Blitz*, Express 37, George Neill, 7. (5 boats)

PHRO II — 1) *Wild Goose*, Nordic 40, Unknown, 2.75 points; 2) *Culebra*, Olson 34, Unknown, 4.75; 3) *Maluhai*, Beneteau First, David Sallows, 10. (15 boats)

SSS — 1) *Aotea*, Antrim 40, Peter Hogg, 1.5 points; 2) *Nidaros II*, Santana 30/30, Bjarne Junge, 11; 3) *Melody*, Scampi 30, Unknown, 12. (16 boats)

## International Masters Regatta

They say when you get older the memory (or is it the knees?) goes first. Maybe that's why Jim DeWitt, 62, can't remember if he's ever won the St. Francis International Masters Regatta before. He's sailed in most (again he can't remember exactly) of the 14 regattas, but he left no doubt about his



BOTH PHOTOS BY DEBBIE EASH

**Light air at the Masters Regatta. Inset, winner Jim DeWitt (center) and crew. "What? We won?"**

prowess during the October 23-25 series. The Richmond sailmaker-turned-fine-artist overcame the 20-boat fleet, the largest ever assembled for the US Sailing Association sanctioned event, to win by three quarters of a point.

The international field, comprised of skippers over 55 and crews over 45, included heavy hitters such as San Diego's Malin Burnham, Hawaii's Charlie Dole and the Delta's Jim Warfield. Special celebrity status went to Australia's Sir James Hardy, who skippered *Gretel II* and *Southern Cross* in two unsuccessful America's Cup challenges. Sailors from Japan and England also attended.

Light wind conditions kept the sailors

frustrated the first two days, with only one race completed each day. The final three races on Sunday saw a ferocious 5.3-knot ebb wash over the Cityfront course and cause a little havoc in the standings. Piedmont J/Boat dealer Don Trask, the driving force behind the regatta as well as a past winner, stood first overall and had a huge lead in the final race. After rounding the mark off Crissy Field, Trask headed inshore to get out of the tide and ran into lighter wind instead.

The pack caught him, putting the outcome in doubt until DeWitt snuck to leeward of the bunch and slipped around the last leeward mark first. The former Mallory Cup champion — sailing with Mike Stone (owner), Vern Neff (bow), Darryl Anderson (mast) and George McMeans (trimmer) — scooted away in the tide to win the race and the series. Trask finished the race in seventh

to salvage a second in the series, with Hardy taking the bronze.

— shimon van collie

**COMPLETE RESULTS —** 1) *Leprechaun*, Jim DeWitt, 17.75 points; 2) *Rhythm Method*, Don Trask, 21.5; 3) *Deja Vu*, Sir James Hardy, 22.75; 4) *Casual Contact*, Malin Burnham, 23; 5) *Electra*, John Scarborough, 25; 6) *Houdini*, Bill Deardorff, 7) *Recycled*, Steve Jost, 35; 8) *Not*, John Adams, 35.75; 9) *Knots*, Jim Warfield, 38; 10) *Grinder*, Peter Szasz, 49; 11) *Bluto*, Henry Grandin, 57; 12) *Renaissance*, Dick Lootens, 60; 13) *Primal Scream*, George Writer, 66; 14) *Cheech Wizard*, Vernon Stratton, 74; 15) *Entrophy*, Dave Wyman, 74; 16) *Wonder Woman*, Svend Svendson, 78; 17) *Huli*, Charlie Dole, 80; 18) *Blue J*, Jim Gregory, 83; 19) *Dog Breath*, Nicholas Molnar, 87; 20) *Tak*, Takashi Takamura, 88. (20 boats)

#### San Francisco YC Invitational

Four of the five invited classes enjoyed some tight one design racing during San Francisco YC's Fall Invitational on October 3-4. Only the Olson 30 class, which the Santa Cruz based *Kabala* dominated, was a runaway. Though you wouldn't have guessed it from the small number of boats, the regatta doubled as the J/29 Pacific Coast Championship and the Santana 35 Nationals.

**ETCHELLS —** 1) *Secret Weapon*, Chris Perkins, 11.75 points; 2) *Mr. Natural*, Bill Barton, 12; 3) *3 Live Crew*, Mike LaHorse, 12.75; 4) *600*, Hank Easom, 19; 5) *Volition*, Ed Kriese/Don Jesberg, 23.75. (15 boats)

**J/24 —** 1) *Casual Contact*, Don Oliver/Seadon Wijzen, 8.25 points; 2) #4339, Peter Young, 10.75; 3) *Electra*, John Oldham, 15; 4) *Grinder*, Jeff Littfin, 16; 5) *Sockeye*, Hascher/Dobroth, 24. (17 boats)

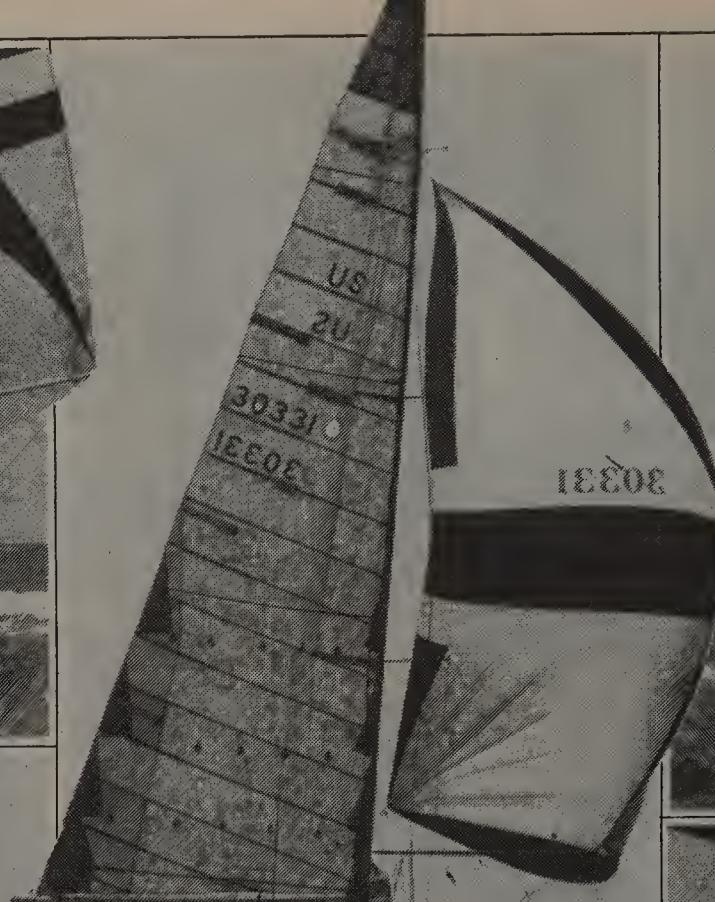
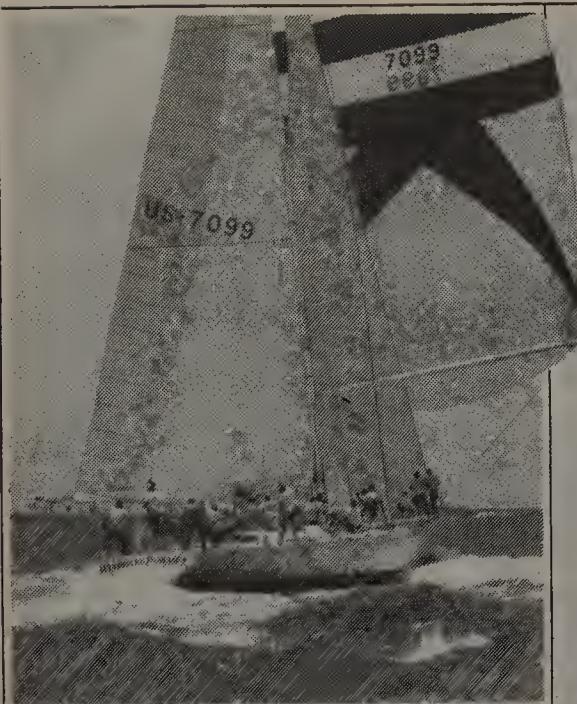
**J/29 (PCCs) —** 1) *Advantage II*, Pat Benedict, 6.75 points; 2) *Blazer*, Mike Lambert, 7.5; 3) *Smokin' J*, Gerald DeWitt, 9.75. (7 boats)

**OLSON 30 —** 1) *Kabala*, Jay Bennett, 5.25 points; 2) *Hoot*, Andy MacFie, 14; 3) *Soul Sauce*, Bob McLeod, 14.75. (8 boats)

**SANTANA 35 (Nationals) —** 1) *Swell Dancer*, Jim Graham, 9.5 points; 2) *Wild Flower*, Art Mowry, 9.75; 3) *Il Pellicano*, Andrei Blasberg, 10.75. (5 boats)

#### Nimitz Interclub Team Race

On Sunday, October 18, Richmond YC bogarted the Nimitz Trophy yet again, defeating host Berkeley YC, Stockton Sailing Club and Cal Sailing Club for their fourth consecutive title. Fielding a clever three-boat team of *Farley* (Farr 1/4 ton, Russ Lawley, 189), *Cannonball* (Hawkfarm, Rick Schuldt, 168) and *Blood Vessel* (B-25, Robert Harf, 144), the 'Riviera Rangers' took the pseudo-



team racing event with relative ease.

"No one was particularly surprised," said organizer Paul Kamen of Berkeley YC. "Richmond has the best boats and deepest talent of the clubs that came."

What made the Nimitz Race different this year — and a lot of fun apparently — was an experiment in "level-sum team racing." By requiring that the PHRF ratings of the three boats on each team add up to 500 or greater, the boats could then race boat-for-boat on the water. To make sure that the fast and the slow boats had an opportunity to mix it up on the course, each team had to put its slow boat in the first of the three starts, the middle boat in the middle start, and their fast boat in the last start. The scoring was simple:

*Chuting the breeze at the '82 Clipper Cup, which our editorial staff recently voted the 'Greatest Regatta of All Time'. Can you identify all nine of these IOR battlewagons? First five responses, written of course, will earn a T-shirt.*

low point boat-for-boat, as if all the boats had started together.

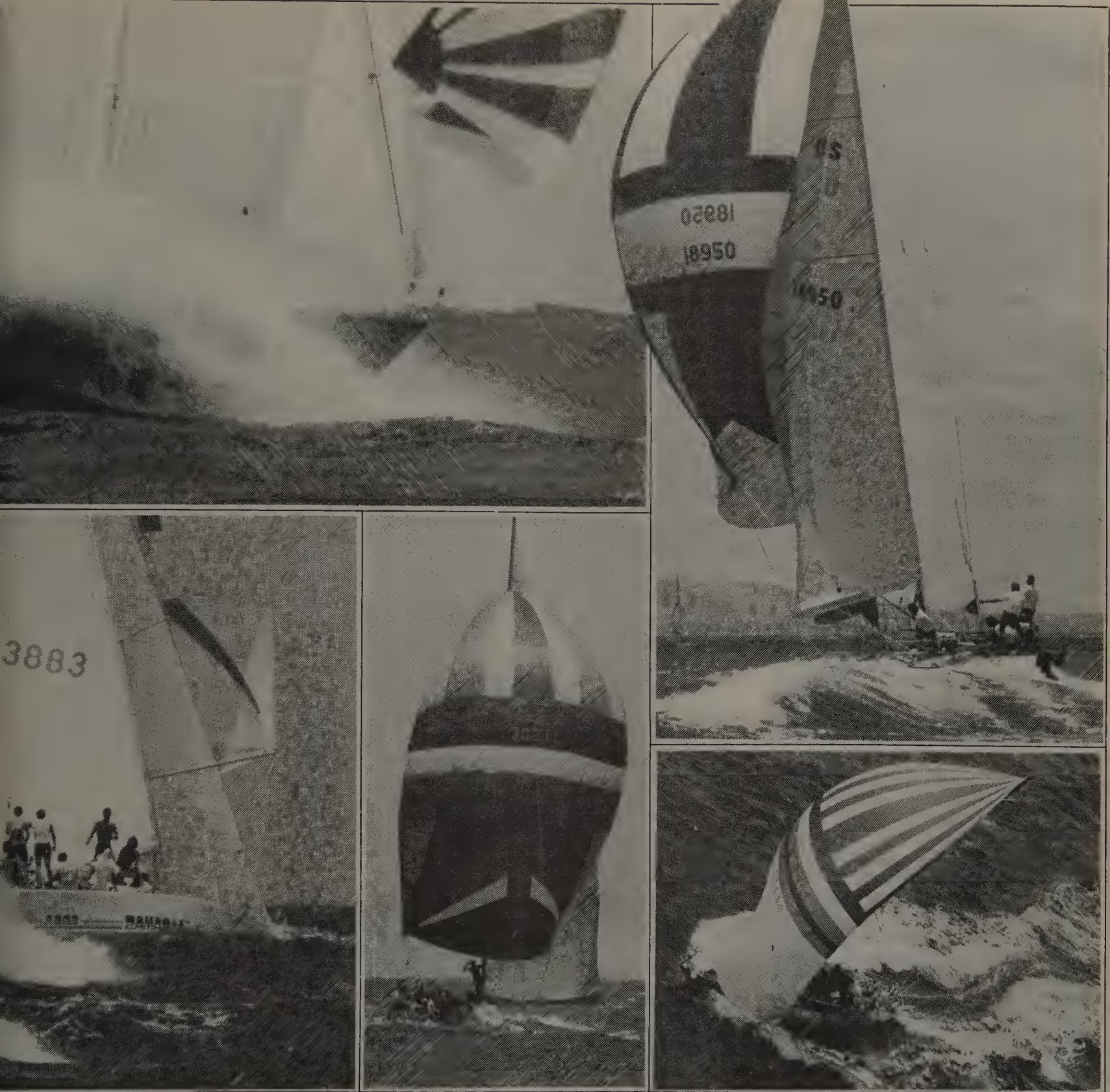
Team racing tactics didn't really materialize, as the boats spread out too much over the 16-mile course around the Central Bay. According to Kamen, it still isn't clear whether it's really possible to have a 'real' tactical team race given the structure of the regatta. "But the boat-for-boat finish offers a close facsimile," claimed Paul. "At least the competitors can tell who's winning!"

Berkeley YC plans to stay with the level-sum format next year, and hopes to attract boats from the 'West Bay'. They've also

promised to once again schedule the Nimitz for the same day as their Lady Skippers Race (see Race Notes) — a coincidence that definitely improved the post-race party!

TEAM — 1) Richmond YC, 12 points; 2) Berkeley YC, 15.75; 3) Cal Sailing Club, 24; 4) Stockton Sailing Club, 26.

INDIVIDUAL — 1) Petard, Farr 36, BYC; 2) Bird, Swede 55, CSC; 3) Cannonball, Hawkfarm, RYC; 4) Bloodvessel, B-25, RYC; 5) Farley, Farr 727, RYC; 6) Pocket Rocket, Muill 22, BYC; 7) Knots, J/24, StkSC; 8) Dementia, Santana 30/30, StkSC; 9) Knuckles, Santana 22, BYC; 10) Paddy Murphy, Merit 25, CSC; 11)



Thumper, Wilderness 21, StkSC; 12) Huey, Ensign, CSC.

### Vallejo 1-2

Sixty boats partook of the Singlehanded Sailing Society's popular Vallejo 1-2 on October 3-4. Conditions were nearly perfect: warm, sunny, light winds and decent currents. As opposed to past years, just about everybody finished the race in each direction. As the name suggests, the spinnaker leg up to Vallejo must be sailed singlehanded; the beat home is doublehanded.

The '93 SSS season commences on January 23 with the appropriately named Three Bridge Fiasco. In the meantime, for those

shorthanders who want to keep their skills honed, the Sausalito YC is offering a short-handed division (or two) in their 5-race midwinter series beginning on November 8. Call Pat Zajac at (510) 232-9965 for more information on either of these events.

#### SINGLEHANDED, 10/3:

DIV. I (Multihulls) — 1) Aotea, Antrim 40, Peter Hogg; 2) Wingit, F-27, Ray Wells. (6 boats)

DIV. II (0-126) — 1) Presto, Express 27, John Todd; 2) Cheyenne, Wylie 34, James Fryer; 3) Student Driver, Express 27, Bill Hoffman; 4) Nidaros II, Santana 30/30, Bjarne Junge; 5) Red Stripe, Sonoma 30, Buz Sanders. (16 boats)

DIV. III (127-168) — 1) Chesapeake, Merit 25, Jim Fair; 2) Pelagic Fantasy, Newport 33, Richard Holway; 3) Brio, Moore 24, Tom Petty; 4)

Macushia, Olson 25, Brian Leary; 5) Tiger Beetle, Newport 33, Rob MacFarlane. (16 boats)

DIV. IV (169-above) — 1) Goose, IB 24, Bud Cohen; 2) Dulcinea, Coronado 27, John Slivka; 3) Shazam, Santana 22, Bud Sandkuilla; 4) Reliance, International Folkboat, Reed Overshiner; 5) Chaos, \*Ranger 23, Tim Stapleton. (21 boats)

#### DOUBLEHANDED, 10/4:

DIV. I — 1) Sundowner, Buccaneer 33 tri, Joe Therriault; 2) Wingit. (6 boats)

DIV. II — 1) White Knuckles, Olson 30, Carol Benjamin; 2) Presto, Express 27, John Todd; 3) Quest, Olson 30, Chuck Von Schalscha; 4) Tinsley Light, Santana 35, Hank Grandin; 5) Line Drive, Peterson 34, Dave Reed. (17 boats)

DIV. III — 1) Brio; 2) Chesapeake; 3) Macushia; 4) Spectra, Columbia 45, Harold Wright; 5) Patriot,

# THE RACING

Yamaha 33, Roy Kinney. (16 boats)

DIV. IV — 1) Flying Cloud, Ranger 23, Bob McKay; 2) Shazam; 3) Chaos; 4) Emerald, Y-30, Peter Jones; 5) Chelonia, Y-30, Ed Ruszel. (22 boats)

## Champion of Champions and Yankee Cup

For the first time, Richmond YC hosted the ODCA Champion of Champions and the HDA Yankee Cup Regatta on the Berkeley Circle on October 24-25. Thirty boatloads of champions attended the three-race light air event, which race chairman Doug McVae claimed was "as good a test as any considering these are PHRF races." Interestingly, the Champion of Champions uses their own PHRF ratings for this regatta, many of which differ from the standard numbers. "We've compiled them from data collected at all the previous Champion regattas," said McVae. "We think they're pretty fair."

Given the short courses — 4.7, 5.6 and 4.6 miles — a good start and sailing in clean air throughout the race were vital. This tended to favor the larger boats in each division, as the results indicate. Interestingly, all three divisional winners were first-timers at this prestigious regatta — it was *Ex-Indigo's* and *Windchaser's* first season of racing, and *Wild Flower's* first time at the Champion of Champions Regatta (last year they tied with *Swell Dancer* for the season, but didn't get to attend this regatta).

Art Mowry's yellow Santana 35 *Wild Flower* was crowned overall winner of the Champion of Champions based on corrected time. "What a wonderful way to cap off a great season!" said Mowry, who steered the boat while Brian Ebert called tactics. Other crew included Randy Baimbridge, Jonathan Sonnet, Mark Spitteleri, Tim Shackelford, son David Mowry, Bob Rynd and wife Pat, who provided the shoreside support.

DIV. I (PHRF < 180) — 1) *Wild Flower*, Santana 35, Art Mowry, 7.75 points; 2) *Draco*, J/35, Ken Moore, 8; 3) *Re-Quest*, Express 37, Glenn Isaacson, 10.75; 4) *Shiva*, Olson 25, Dave Wilhite, 12.75; 5) *Elan*, Express 27, Steve Lake, 15; 6) *El Gavilan*, Hawkfarm, Jocelyn Nash, 17; 7) *Bottom Line*, Olson 30, Tony Pohl, 20; 8) *Wind Walker*, Islander 36, Shoenhair/Gilliam, 22; 9) *North Mist*, Catalina 30, Jim Aton, 25; 10) *Mintaka*, Newport 30, Gerry Brown, 26. (10 boats)

DIV. II (PHRF > 180) — 1) *Ex-Indigo*, Cal 2-27, Seal/Riley, 4.5 points; 2) *Jubilee*, Ariel, Don Morrison, 4.75; 3) *Ouzel*, Thunderbird, Mike Sheets, 12; 4) *Jose Cuervo*, Islander 28, Sam Hock, 18; 5) *Rifraff*, Santana 22, Erik Menzel, 19; 6) *Catalyst*, Catalina 27, Karl Dake, 20; 7) *Impossible*, Ranger 23, Gary Kneeland, 22; 8) *Cahada*, IB 24, Dan Bjork, 24; 9) *Shay*, Columbia Challenger, 27; 10) *Tension II*, Cal 20, John Nootboom, 27; 11)

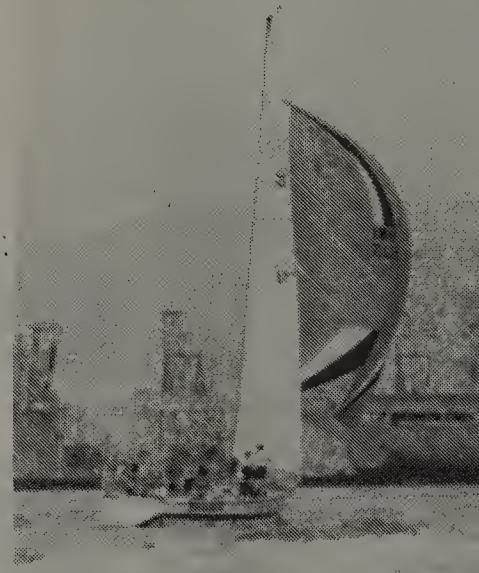
*Vireo*, Golden Gate, Bob Counts, 28. (11 boats)

YANKEE CUP — 1) *Windchaser*, Ericson 35 Mk. III, Dick & Patti Cranor, 4.5 points; 2) *Sight Unseen*, 11:Metre, Kaplan Family, 6.75; 3) *Current Asset*, Islander 30 Mk. II, John Bowen, 11; 4) *Esprit Victorieux*, Benteau 305, Joe Melino, 12; 5) *Crinan*, C&C 30, Bill West, 16; 6) *Kamala II*, Ranger 29, Bill Keith, 18; 7) *Outrageous I*, Olson 911S, Tom Thayer, 18; 8) *Sonata*, Lapworth 39, Donn Weaver, 22; 9) *Tappo Piccolo*, Cal 20 mod., Bacci/Clayton, 26. (9 boats)

## Hot Tuna Rally

Anyone who sailed in last year's inaugural Hot Tuna Rally will probably never forget the sight of the East Bay Hills ablaze. "That was a hard act to top," said organizer Byron Mayo, who claims he briefly contemplated hiring a terrorist group to nuke Alcatraz this year instead. "Luckily they flaked on me," laughed Mayo, "We needed the island for our turning mark on Sunday."

Held on October 17-18, the purposely low-key three-race series included a smattering of J/35s and J/105s for the first time. Highlights of the three-race weekend included beautiful weather, the parade of spinnakers down the Estuary to host Encinal YC on Saturday afternoon, and the crowd-pleasing Charlie the Tuna phones provided as trophies by one of the three main sponsors, Starkist Tuna. Svendsen's and West Marine were the other big sponsors, while 30 local merchants also chipped in nearly 100 prizes ranging from dinners for two to sailing lessons. "Everyone got some-



thing," claimed Byron.

"The Rally's still going through its birth pains with high spirits, despite a few clumsy moves," said Mayo cryptically. "Look for more fleets — maybe as many as 8 or 10 — and an even bigger party next year as the Tuna 'ripens'."

SANTANA 35 — 1) *Il Pelicano*, Andrei Glasberg; 2) *Breakout*, Hal Palmer; 3) *Excalibur*, Byron Mayo; 4) *Northern Light*, Roger Neathery; 5) *American Eagle*, Tom Otter; 6) *Dance Away*, Doug Storkovich; 7) 50/50, Edna Blau; 8) *Wide Load*, Bruce Wilcox; 9) *Windrunner*, Bill O'Conner; 10) *Resolute II*, Richard Peck. (10 boats)

J/35 — 1) *Jarlen*, Bob Bergtholdt; 2) *Equanimity*, Randy Paul; 3) *Cosmic Muffin*, Tom Carlson. (3 boats)

## BEER CAN FINAL RESULTS

### Benicia YC Thursday Nights (plus Championship Series)

DIV. A — 1) *Sunset Strait*, J/24, Kathleen Jones/Bob Neal, 19.88 points; 2) *Freestyle*, C&C 33, Dave Jones/Scott Parker, 20.38; 3) *North Mist*, Catalina 30, Jim Aton, 44.75. (11 boats)

DIV. B — 1) *Sundance*, Catalina 27, Kathy & Ken VanStory, 16.75 points; 2) *Diamond Girl*, Hunter 36, Jeff Christie, 25.75; 3) *Jenna Lou*, Hunter 27, Daryl Kruschke, 27. (8 boats)

CHAMPIONSHIP SERIES — 1) *Freestyle*; 2) *Sunset Strait*; 3) *Warwhoop*, Contessa 33, Chuck & Shelly Hoope.

(Div. A & B competed in 20 races with 5 throwouts; top half of each fleet then competed in the 6 race, 1 throwout Championship Series)

### Berkeley YC Friday Nights

BIG — 1) *Blue Max*, Dehler 34, Jim & Diana Freeland.

LITTLE — 1) *Knuckles*, Santana 22, Lou Bouc. (approximately 30 boats — based on 26 races; scoring is 'horserace style', i.e., only first place counts)

### Corinthian YC Friday Nights

DIV. I (big boats w/ spinnakers) — 1) *National Biscuit*, Schumacher 35, Colin Case, 123 points; 2) *Hana Ho*, SC 50, Rolfe Croker, 121; 3) *Golden Bear*, Frers 46, Adam McAfee, 55.

DIV. II (big boats w/o spinnakers) — 1) *Sea Ghost*, Beneteau 42, Ron Roberts, 95 points; 2) *Absolute*, Islander 36, Steve Schneider, 84; 3) *Smogen III*, Puzzel 36, Julie Levicki, 49.

DIV. III (spinnaker to 179) — 1) *Abigail Morgan*, Express 27, Ron Kell, 73 points; 2) *Ranger*, J/30, owner unknown, 61; 3) *Good & Plenty*, Soverel 33, J. Fennell, 60.

DIV. IV (non-spinnaker to 179) — 1) *Quickstep II*, IOD, Mark Pearce, 117 points; 2) *Big Woodie*, IOD, Richard Pearce, 103; 3) *QE3*, Tartan Ten, Richard Bates, 38.

DIV. V (spinnaker > 180) — 1) *Impulse*, Cal 29, Floyd Rector, 58 points; 2) *Blue Chip*, Holland 24, Walt Logan, 49; 3) *Amante*, Rhodes 19, Kirk Smith, 47.

DIV. VI (non-spinnaker > 180) — 1) *Karaeste*, Knarr, Doug Moore, 117 points; 2) *Samsara*, Cal 20, Gilboy/Snow, 101; 3) *Minnehaha*, Cal 20, Charles



two European Whitbread 60s are also entered in what promises to be a wild race.

US Sailing briefs: Larry Suter of Laurel, NY, won the 1992 Alter Cup, emblematic of the **U.S. Multihull Sailing Championship**. The windy seven-race, one throw-out event was hosted by Windjammer YC (Lake Tahoe) on September 23-26. Area G was represented in the Hobie Miracle 20 regatta by Pat Porter and Paul Hess of Homewood, who came in sixth. . . The **U.S. Match Racing Championship**, aka the Prince of Wales Bowl, was contested at Southern YC (New Orleans) in J/22s on September 27-30. John Lovell, John Killeen and Preston Christman, all from the host club, won the 90-race, paired round-robin series. Area G wasn't represented this year, which opened up a 'wildcard' spot for another team from Southern YC. The 'JV' squad finished second, ahead of Doug McLean's Cal YC team representing Area J.

Still more US Sailing results: 1992 Olympic silver medalist Paul Foerster of Texas edged out Harry Melges III of Zenda, Wisconsin, to win this year's **US Sailing Championship of Champions Regatta**. Twenty-two class champions from around the country competed in the breezy event, held on Lake Geneva in MC scows on October 3-6.

Tinytown tournament: Richmond YC hosted the always popular **El Toro Stampede** in light airs on October 10-11. Forty-five boats competed for trophies in every imaginable category. The main event, the

*Don't you hate it when this happens? 'Oski' plays through the Hot Tuna Rally.*

J/105 — 1) Oeno, Tony Soter; 2) J Strut, Don Trask; 3) Jest, Jim Cascino; 4) Midnight Express, Allen Bray. (4 boats)

#### Race Notes

Simply bodacious: Bobbi Tosse of the host Berkeley YC sailed the Farr 40 Bodacious to victory in the **1992 Woman Skipper's Cup** on the sunny day of October 17. First to finish the 10.8-mile windward-leeward course was Scorpio, driven by Richmond YC junior sailing sensation Rebecca Harris. Scorpio corrected out second, followed by Blue Streak (Lisa

Dirth), Harp (Sallie Rowe) and Blue Max (Diana Freeland) and four other boats.

Maxi showdown: The **Route of Discovery Race**, a non-stop 4,100 mile sprint from Cadiz, Spain to Miami, is scheduled for November 28. About 20 boats have signed up for this '93 Whitbread qualifier, including West Coast sleds *Pyewacket* and *Olé*, both sailing in their 'turbocharged' modes to get up to the 71.5 rating under the Whitbread old age allowance system. The hot 'Disco' fleet includes *Safilo* (ex-Steinlager) from Italy, *Espana* (ex-Fisher & Paykel) and *Fortuna* from Spain, *Merit* from Switzerland, *Charles Jourdan* and *La Poste* (ex-UBS) from Switzerland, *Acy* (ex-Gatorade) from Yugoslavia and *Fasizi* from Russia. At least

## BEER CAN FINAL RESULTS

Fairchilds, 28.  
(21 races; 0 throwouts)

#### Encinal YC Summer Series (Friday Nights on the Estuary)

ULDB — 1) Hurricane, Moore 24, Adam Sedag, 3.5 points; 2) Loose, Custom 24, Jerry Fisher, 3.5; 3) Showtime, Olson 25, Milano/Temming, 11. (11 boats)

J/24 — 1) Phantom, John Gulliford, 2.25 points; 2) Toad, Miller/Montoya, 5.75; 3) Cellide, Eric Hopper, 8. (7 boats)

DIV. A (spinnaker < 126) — 1) Bang, Max Gordon, 2.25 points; 2) Top Gun, Express 27, Bill Mohr, 7; 3) Linda, Etchells, Steve Ritz, 7.75. (16 boats)

DIV. B (Wylie Wabbit) — 1) Tulawemia, Mark Harpainter, 2.25 points; 2) Contingent, Jerry Keefe, 7; 3) Kwazy, Colin Moore, 9. (5 boats)

DIV. C (spinnaker 127-198) — 1) Warhawk, Hawkfarm, Bill Patience, 2.25 points; 2) Snow Goose, Santana 30, Ted Mattson, 7; 3) Quicky, Capri 25, Jack Matievich, 12. (15 boats)

DIV. E (non-spinnaker < 198) — 1) Serenity,

C&C 29, Steve & C.J. Rankin, 4.25 points; 2) Chiquita B, C&C 33, Peter Williamson, 5.5; 3) Fat Cat, Catalina 30, Seth Bailey, 11. (10 boats)

DIV. F (non-spinnaker > 198) — 1) Flying Cloud, Ranger 23, Bob McKay, 3.5 points; 2) White Lightning, Santana 22, Bill Charron, 4.75; 3) Tempest, Santana 22, Hal Wondolleck, 5.75. (11 boats)

(second half only; 5 races; 1 abandoned; 1 throwout)

#### Island YC Summer Series (Friday Nights on the Estuary)

DIV. A — 1) Top Gun, Express 27, Bill Mohr, 7.5 points; 2) Saint Anne, Olson 30, Bruce Heckman, 13.5; 3) Zephyros, Olson 30, Dave Oliver, 17. (6 boats)

DIV. B-1 — 1) Take Off, Laser 28, Greg Byrne, 5.5 points; 2) Andromeda, Catalina 34, Blake Pelletier, 5.75. (5 boats)

DIV. B-2 (Wabbits) — 1) Tulawemia, Mark Harpainter, 7.75 points; 2) Kwazy, Colin Moore, 8.75. (5 boats)

DIV. C — 1) Eclipse, Hawkfarm, Kim Desenberg,

9.25 points; 2) Warhawk, Hawkfarm, Bill Patience, 15.75; 3) Two Bits, Cal 24, Ray Osborn, 19. (7 boats)

DIV. D (J/24) — 1) Phantom, John Gulliford, 9.25 points; 2) Varuna, Paddy Bishop, 10. (4 boats)

DIV. E-2 — 1) Bug Wun, MacGregor 26, Dick Sutton, 6.25 points; 2) Mer-A-Lee, Coronado 25, Lon Elledge, 11.75. (5 boats)

DIV. F (Santana 22) — 1) Anemone, Hank Linderman, 6.25 points; 2) Buffalo Honey, Lou Fields, 8.5. (5 boats)

(Second half only; 5 races, no throwouts)

#### Folkboat Wednesday Night Series (at Golden Gate YC)

FOLKBOAT — 1) Little Svendie, Svend Svendsen, 17.25 points; 2) Volker II, Jerry Langkammerer, 22.75; 3) Windy, Bill DuMoulin, 25.5. (15 boats entered; 11 average starters)

KNARR — 1) Viper, Horick/Fong/Williams, 23 points; 2) Red Witch, Craig McCabe, 25.5; 3) Alice, Bruce Bradfute, 31.75. (22 boats entered; 17 average starters)

IOD — 1) Undine, Dennis Germaine, 8 points.

# THE RACING

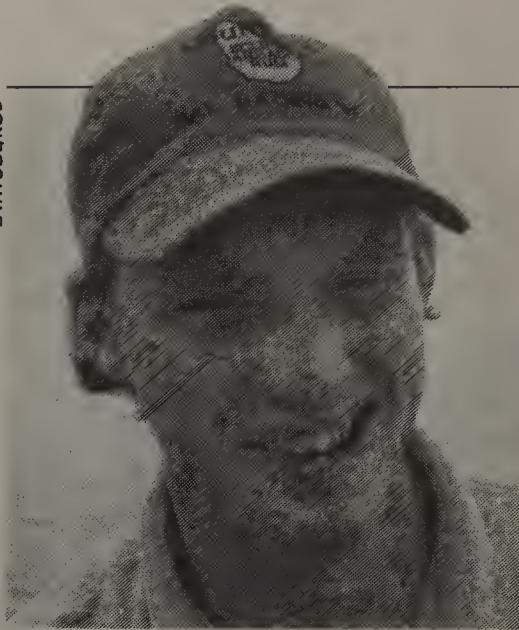
Stampede itself, went down like this: Seniors — 1) Al Anderson, 3.75 points; 2) Matt McQueen, 6; 3) Al Kenstler, 7.75; Juniors — 1) (tie) Jason Martin & Dana Jones, 2.75 points; 3) Nick Nash, 5. Other notable finishers: Senior Citizen Crawl — 1) Hank Jotz; Green Bottle Race — 1) George Morris; Bullthrowers El Sacko De Manuro — 1) Al Kenstler; Team Racing — 1) Matt McQueen, Skip McCormack, Will Paxton, Jeff Loomis.

The following weekend, RYC hosted the ill-attended **Chispa Regatta**, last of the PICYA InterClub Challenge Races. Seventeen-year-old **Matt McQueen**, sailing for the host club, won the light air event with three bullets. Other competitors were Dave Shelton (SCYC), Katie O'Leary (LLYC) and Jeff Wallace (StFYC), who finished in that order. A concurrent El Toro regatta, equally poorly attended, was won by Paul Saitta in 'A' and Skip McCormack in 'B'.

Lone-ly at the top: **Lone**, a 1989 Bruce Farr design, won the **Three Quarter Ton Worlds** for the third time in a row in Bayona, Spain, in early October. **Lone**, racing under its sponsor's name, **Xacobeo '93**, beat 10 other boats in predominantly light airs. No single yacht in IOR grand-prix level-rating competition has ever pulled off a three world championships in a row. Earlier this year, Farr boats won the One Ton Worlds (**Brava**) and the Two Ton Worlds (**Shockwave**). Altogether, Farr boats have now won 22 world championships.

Touch of Grey: Chris Kostanecki sailed

LATITUDE/ROB

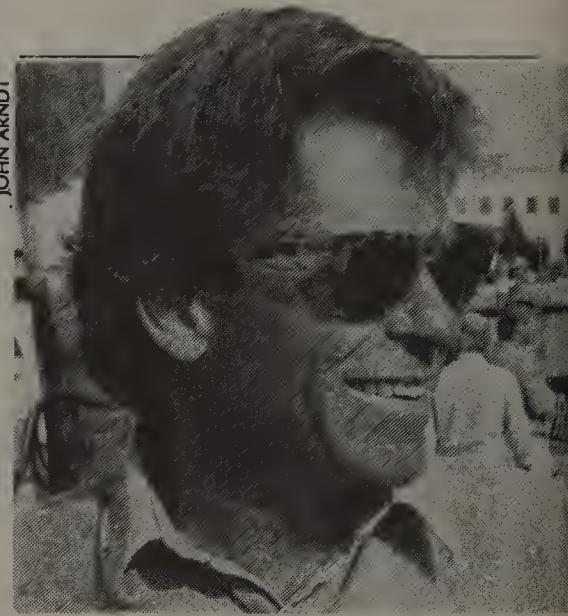


**Matt McQueen.**

his J/30 **Grey Poupon** to victory in **St. Francis YC's Fall Intraclub Regatta**, an annual club-members-only event attended by 20 boats this year. Coming in second and third in the "creatively handicapped" 10.4-miler were Allen Olinger's **Swan 431 Lineale** and Christopher Schroll's **S&S 63 Athene**. . . Meanwhile, Sandra Bushmaker's **Nonsuch 36 Fast Lucy** won the **Sausalito YC Commodore's Trophy**, a woman skippers regatta for club members held in shifty light air and a big ebb on October 24. Lucy bested the 14-boat fleet in three categories: first overall, first non-spinnaker and best dressed crew (metallic wigs).

Rest of the best: As noted on page 117, Chris Perkins walked away with the **1992**

JOHN ARNDT



**Mike Plant.**

**Etchells Fleet 12 Season Championship**, arguably the most competitive racing on the Bay. Perkins amassed a total of 41 points, with the top dozen boats in the 33-boat fleet shaping up this way behind him: 2) Bill Barton/Russ Silvestri, 52.75; 3) Mike LaHorse, 63.25; 4) Hank Easom/Chuck Mohn, 73.25; 5) Don Jesberg, 90; 6) Ken & Bruce Munro, 111.75; 7) John Ravizza, 160.75; 8) Gary Grande/Jeff Madrigali, 163; 9) Dewey Hines, 176; 10) Bert Claussen, 203.75; 11) John Dreyfous, 204; 12) Craig Healy/Jim Coggan, 209.5.

Stargazing: In a harbinger of things to come, Seattle's Carl Buchan with crew Hugo Schreiner won the **Star Pacific Coast Championship** on October 3-4. The four-race "gearbuster" series, a tune-up for the following World Championship, was hosted by St. Francis on the Circle. Top ten: 1) Buchan/Schreiner, 19 points; 2) Cayard/Erickson, 25.4; 3) Reynolds/Haneal, 36; 4) Rey/Stookey, 42; 5) Haines/Kinney, 46.7; 6) Brun/Dorgan, 47.7; 7) Londigan/Trinter, 53; 8) Fritz/Seeberger, 59.7; 9) Worthington/Fennelly, 60; 10) MacClausland/Miller, 62.7 (22 boats). Buchan, incidentally, is on a roll: on July 8-12, the quiet Seattle contractor won the 100-plus boats **Laser NAs** up in Eugene, Oregon.

The toughest race of all: the **Vendee Globe Challenge**, a 21,000 mile non-stop around the world race, starts on November 22 from Les Sables d'Olonne, France. Nineteen skippers, not surprisingly the majority from France, are entered. The only American entered is **Mike Plant**, who will sail a beamy, heavily canvassed Rodger Martin design called **Coyote**. The 60-foot boat apparently is quite quick: Plant allegedly covered 250 miles in 18 hours en

## BEER CAN FINAL RESULTS

(5 boats entered; 3 average starters)  
(12 races; 3 throwouts)

### Sausalito YC Sunset Series (Tuesday Nights)

DIV. A (spinnaker < 166) — 1) **Illusion**, Etchells, Kevin Burrell, 17 points; 2) **Pearl**, Olson 25, Greg Palmer, 22.25; 3) **Mirage**, Express 27, Noel Wilson, 25; 4) **Flexible Flyer**, Santana 35, Mike Creazzi, 39; 5) **Bloodvessel**, B-25, Robert Harf, 45. (12 boats)

DIV. B (spinnaker > 167) — 1) **Recycled**, J/24, Wilhite/Hoppe, 6 points; 2) **Jose Cuervo**, Islander 28, Sam Hock, 22; 3) **Impossible**, Ranger 23, Gary Kneeland, 29; 4) **Patience**, Ranger 23-T, John Baier, 30.75; 5) **Gabbiano**, Islander 28, Chuck Koslosky, 35. (11 boats)

DIV. C (non-spinnaker < 166) — 1) **Line Drive**, Peterson 34, Dave Reed, 16 points; 2) **Shooter**, Islander 36, Bob Garvie, 25.25; 3) **Lone Ranger**, Ranger 33, Hodgson/Melvin, 26; 4) **Wisely Done**, Jeanneau 41, Bill Wisely, 32.75; 5) **The Dorcas Hardy**, Hunter 35.5, Dick & Mary Hein, 48. (14 boats)

DIV. D (non-spinnaker > 167) — 1) **Challenge**,

Islander 28, Jones/Schoen, 16.25 points; 2) **Tackful**, Santana 22, Frank Lawler, 26.5; 3) **Ruckus**, Newport 30 Mk. II, Paul Von Wiedenfield, 26.75; 4) **Margo**, Cal 2-27, George Adams, 42.75; 5) **Inshallah**, Santana 22, Shirley Bates, 45. (22 boats).  
(10 races; 2 throwouts)

### Sausalito Cruising Club Friday Night Series

DIV. I (spinnaker < 175) — 1) **Ruckus**, Newport 30 Mk. II, Paul Von Wiedenfield, 5.25 points; 2) **My Rubber Ducky**, Hobie 33, Lee Carami, 12.5. (5 boats)

DIV. II (spinnaker > 175) — 1) **No Name**, Ranger 23, Steve Ployhar. (3 boats)

DIV. III (non-spinnaker < 175) — 1) **Line Drive**, Peterson 34, Dave Reed, 5.25 points; 2) **The Dorcas Hardy**, Hunter 35.5, Dick & Mary Hein, 18. (5 boats)

DIV. IV (non-spinnaker > 175) — 1) **Tackful**, Santana 22, Frank Lawler, 8.5 points; 2) **Inshallah**, Santana 22, Shirley Bates, 12.25; 3) **Lorraine**, Catalina 30, Gary Lee, 25.75. (7 boats)

(10 races; 2 throwouts)

## 1992 LAYC Cabo Race Entrants

Boat	Type	Owner	Rating	Yacht Club
<i>Starship I</i>	N/M 68	Mike Hollieran	IOR 69.99	Long Beach YC
<i>Cheval</i>	N/M 68	Hal Ward	IOR 69.60	Cal YC
<i>Holua</i>	SC 70	Blake Quinn	IOR 69.56	Monterey Peninsula
<i>Cheetah</i>	Peterson 66	D. Baker/D. Pennington	IOR 69.39	Long Beach YC
<i>Grand Illusion</i>	SC 70	Ed McDowell	IOR 68.86	King Harbor YC
<i>Victoria</i>	Andrews 70	Mike Campbell	IOR 68.77	Long Beach YC
<i>Alchemy</i>	Andrews 70	Dick Compton	IOR 68.84	Santa Barbara YC
<i>Kathmandu</i>	SC 70	Fred Kirschner	IOR 68.32	Coronado YC
<i>Batteauvre</i>	Swan 65	G. Miller/K. Kleding	PHRF 42	Santa Barbara YC
<i>Aldora</i>	Andrews 56	Dave Dillehay	IMS 525/PHRF -12	Cal YC
<i>Strider</i>	N/M 55	Ken Winters	IOR 52.67	Oakland YC
<i>Climax</i>	Barnett 52	Alec Oberschmidt	PHRF 12	SWYC
<i>Heart of Gold</i>	Schumacher 50	Jim & Sue Corenman	IMS 556.1/PHRF 21	Richmond YC
<i>Bay Wolf</i>	SC 50	Kirk Wilson	PHRF 12	Cabrillo Beach YC
<i>Midnight Special</i>	SC 50	Steve Crary	IOR 51.98	Lahaina YC
<i>Pericus</i>	Wauquiez 47	John Williamson	IMS 600.2/PHRF 66	San Francisco YC
<i>Heartbeat</i>	Wylie 45	Charles Brewer	IMS 556	Lido YC
<i>Dolphin Dance</i>	Baltic 44	William Whiteley	IMS 609.4/PHRF 54	Marin YC
<i>Ariel</i>	Tradewinds 40	Hugh McIntyre	PHRF 78	Cal YC

knots) run.

Speaking of stand-up sailing, the best boardsailors in the country got their due in early October at the American Windsurfing Industries Association annual trades show, held this year in Fort Mason. Being honored as the **1992 Tudor Boardsailors of the Year** were Olympic double medalist Mike Gebhardt and Lechner champ Jayne Fenner in the competitor categories, and veteran windsurfer Scott Steele as the most valuable contributor to the sport.

Plastic classic: Writes class champ Bill Myers, "The local **Columbia Challenger** fleet is currently undergoing a renaissance. These boats are big, solid, 24-foot, full-keel boats that have a huge cockpit and enough comforts below for an occasional overnighter. They are perfect for the beginning racer and there is a small group that actively participates in the YRA-ODCA summer season and the Jack Frost Midwinters. In the

get on our newsletter mailing list, call me at (510) 935-4437."

Dinghy dose: 15 Mercuries and 7 Snipes duked it out at St. Francis YC's **Joe Logan Memorial Regatta** on October 24-25. The four race series was held in light to moderate air on the Cityfront, with the following results: Mercury — 1) Doug Baird/Richard Hanson, 12.25 points; 2) Chris Lanzaflame/Jon Daseking, 17; 3) Steve Jeppeson/Ken Keefe. Snipe — 1) Packy & Julie Davis, 5.75 points; 2) Standish O'Grady/The Unknown Crewman, 6.75; 3) James Barnes/Paisley, 7.75.

Back to school: The '92-'93 **collegiate sailing** season is in full swing. Stanford coach Blake Middleton reports that West Coast teams are looking really strong. "I expect at least five teams to make the Top Twenty when the first rankings come out next week," he said. Univ. of Hawaii may be among them, based on their first intersectional win ever at the **Stoney Burke Invitational**. That regatta, held in FJs at Cal on Oct. 10-11, attracted 14 high-powered schools. Stanford was second, followed by Navy, Berkeley and Irvine.

The following weekend saw UC Santa Cruz host the Pacific Coast Collegiate Singlehanded Eliminations in Lasers. Hometown favorite **Morgan Larson**, now attending school at Univ. of Hawaii, beat Irvine's Randy Lake and 25 other hopefuls. Larson and Lake will advance to the Nationals next month at the Coast Guard Academy in New London, Connecticut. Then, on Oct. 24-25, Stanford, led by Scott Sellers, took the North Sloop Eliminations in Moore 24s at Santa Cruz. Berkeley was second in the five boat field. Also that weekend, Stanford hosted the Frosh/Soph Regatta for younger collegians. Stanford's **Charles Meade**, the '91 Sears Cup winner, and crew Mary Kussmaul dominated that FJ event.



Left to right: USWA President Mary Lynn Hyde, Mike Gebhardt, Jayne Fenner and Scott Steele.

current soft market for used boats, they are easy to find and inexpensive. If you'd like to join us, have any questions, or would like to

MacKenzie of Mammoth Lakes, California, each broke their own United States Windsurfing Association speed sailing records on the Columbia River, near Lyle, Washington. Hamilton hit 50.4 mph (43.79 knots), while MacKenzie posted a 48.2 mph (41.88

With reports this month on the **Some Like It Rally** to Cabo San Lucas; **Minney's Swap-Meet** and Cruising Kick-Off Party; **Pegasus** in South Africa; **Magic Carpet** in the Pacific Northwest; **Beau Soleil** shaking down in the Sea of Cortez; **Wanago** caught in the middle of a South Pacific revolution; **Heeling Spirit** surviving an 'Equinox Storm'; trying to reach **Quest II** in the Marquesas; and **Cruise Notes**.

## Some Like It Hot Rally California to Cabo Latitude 38 And Papi's (Cabo San Lucas)

The details of the *Some Like It Hot* California to Mexico Cruiser's Rally have been finalized for the Class of '92-'93.

As always, the *Hot Rally* begins from anywhere in California between now and the end of January. It ends — after as few or many stops you want to make along the Baja coast — at The One That Got Away Bar & Restaurant in Cabo San Lucas. All you have to do is show up and check in. That's right, no entry fees or any of that other garbage. Some finishers — there are usually about 350 a year — will win *Some Like It Hot* T-shirts. Everyone will get their boat name and homēport painted on a window.

Although Papi's Cruising Center no longer physically exists, Karen of Papi's will be the host at The One That Got Away.

"I'm still 'Papi's,'" reports Karen, "but the *Hot Rally* will be different this year. Since I won't have to be cooking, doing dishes and cleaning, I'll be able to devote 100% of my time to welcoming cruisers to Cabo San Lucas. Right now I'm busy making my guide to Cabo and list of check-in procedures. I'll also have a new information sheet that will tell cruisers everything they need to know —

"Pam Ostrander, owner of TOTGA, will be having the official *Hot Rally* Thanksgiving Dinner at the restaurant. For Christmas she's planning on a traditional Mexican dinner. South of the border we begin celebrating on the 24th of December and dinner is served anytime after midnight. So figure on the party continuing until at least dawn. And naturally, we'll have a *Hot Rally* New Year's celebration. I'll be announcing all the events over the net, so all people have to do is tune in on 22 each morning.

"Cabo is the Land of Oz, as people and businesses come and go so quickly. Gabriel, *Jefe* of Customs, told me today that the only changes this year will be to make things easier for cruisers. Yes, easier! If you tie up at the Cabo Isle Marina, the marina is responsible for checking you in and out. If you anchor out or rent a mooring, you must do the paperwork yourself or hire a broker.

"Check-in is simple! Unless you arrive on a weekend, the officials want you to check-in within 24 hours of your arrival. So stop by The One That Got Away and see me for a map and outline of procedures. By the way, Import Permits are no longer required.

"There are strict laws in Mexico, so please follow them. For instance, if you plan to return to the United States or Canada for the holidays and leave your boat here, officials must be notified. If you have any questions, just ask. You'll find Mexican officials are easy to work with. All of us down here can't wait for you folks to arrive!"

Incidentally, the *Some Like It Hot Rally* T-shirts should be in Cabo, available for winning or purchase, by the first week in November. Roger, Darien and Chad Wales of Alameda, who we had the pleasure of doing some buddy-boating with, are bringing the shirts down as cargo aboard their Freedom 38 *Aurora*. A veteran of many races to Cabo, Roger is eager to be among the first boats to arrive.

Vaya con Dios to all of you!

— latitude 38

## Minney's Swap & Kick-Off Ernie Minney Newport Beach

In a more perfect world, we *Latitude* staffers wouldn't have to work so much and



thus could attend all the various cruising kick-off functions. As it was, after sailing down the coast — great 3/4 ounce spinnaker runs from Santa Barbara to Ventura and especially from Port Hueneme to Marina del Rey — we only got make one: *Minney's Marine Swap Meet* and Kick-Off Party in Newport Beach.

Swappers began setting out their wares in the parking lot of Josh Slocum's Restaurant, which is adjacent to *Minney's Marine Surplus*, as early as 0400. By the official opening at 0800, there was typical swap meet mixture of terrific bargains and overpriced junk. But between the swap meet and the incredible collection of used marine gear and sails in *Minney's Surplus*, you could find just about anything you wanted for a boat of any vintage. Even the *Wanderer*, who for some unknown reason is normally disturbed by the just the thought of swap meets, found something to his liking: 265 feet of just the lifeline he'd been looking for, at 25% of the list price. Grinning like the fool he is, the *Wanderer* allowed that he might even stop at other marine swaps.

After three hours of letting everyone haggle, Ernie Minney picked up the bullhorn and cleared the parking lot so the reservations-only *Minney's Kick-Off party*



When you pass The Golden Arches you're at McDonalds. When you pass the Arches, you've arrived at Cabo.

and much more — about Cabo. I'll still be organizing all the services, such as laundry, propane, locating mechanics and so forth.

LATITUDE/RICHARD



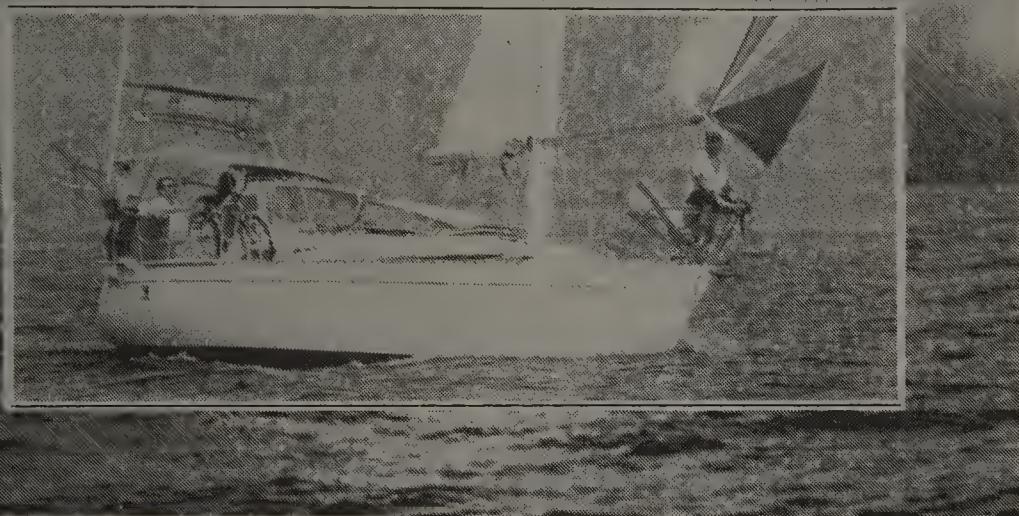
need plenty of changes of shorts on that trip, because it's about the worst ocean in the world."

Three years after that circumnavigation, Ernie flew to French Polynesia and bought the biggest schooner he's ever owned, the lovely 100-foot *Vadura*. "A Frenchman who owned a bunch of hotels down there just didn't have time for her anymore, so I went down and stole her. He wanted \$495,000. I offered him \$100,000 and an I.O.U. for \$50,000. He took it. The next day *Veena*, the first hurricane to strike French Polynesia in 75 years, blew in."

*Vadura* survived but not his marriage. When he returned to California with the huge schooner, his wife said, "it's me or the boat." It wasn't long before both of them were more or less out of his life.

Ernie's current schooner is *Samarang*, a lovely 55-foot Alden schooner that was built in 1934. "The older I get, the smaller the boats I buy," he noted. *Samarang* is conveniently berthed just behind *Josh Slocums*.

While Ernie likes to get away to his property at Bahia de Los Angeles on the Sea of Cortez, where he keeps a Coronado 25, he still savors his corner of Newport Beach.



Inset: Roger, Darien and Chad; and 'Aurora' on a spinny reach off Santa Barbara. Spread: 'Aurora' in the morning gloom off Oxnard.

could begin inside *Josh Slocums*. Fortunately for Ernie and the cruisers, the restaurant is owned by the Minney clan. The party was limited to folks headed south or west this year, and there was no charge. "It's my way of saying thanks to all our customers," said Ernie.

The feed — which included pork from the two pigs Owen Minney had spent 18 hours roasting, salad, beans, free beer and other goodies — was all that the more than 150 people in attendance could ask for. Only the *Wanderer* was disappointed. The previous evening he'd taken a 6-month vow of vegetarianism to protest the erosion of navigation rights in the United States. "I guess it won't hurt if I postpone the protest a couple of days," he said, wiping a trail of grease from his chin.

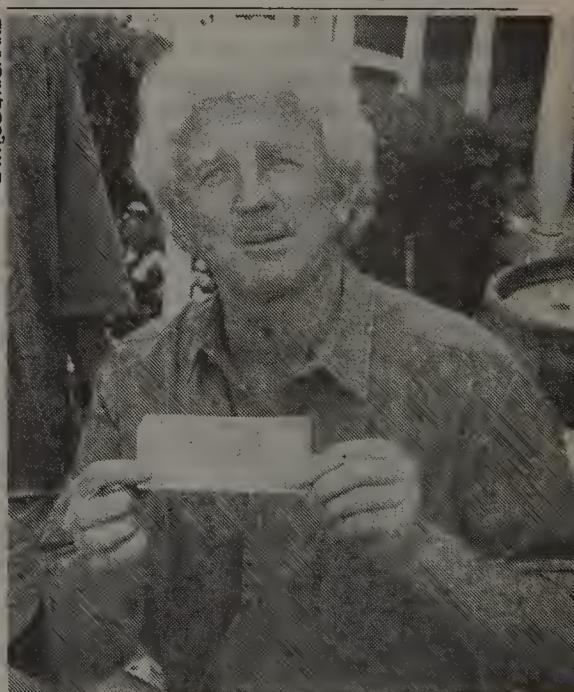
While most of the crowd was inside feasting and trading stories, lies and cruising plans, Ernie sat out front welcoming the stragglers. It gave us the perfect opportunity to chat with Ernie, who at 54-year old, is one of the dwindling number of genuine waterfront characters. He's also a schoonerman to the core — something he

didn't have a lot of control over.

"In 1959, my dad George took us to the South Seas for a year aboard the 65-foot schooner *Kelpie*. I'd have to say that being 21-years old and arriving at Tahiti by schooner wrecked us for life," Ernie explained. Being exposed to all the beauty — this was before there was an airport at Papeete — at such a tender age pretty much wiped out any latent ambitions of becoming a doctor, lawyer or dentist. Ernie gravitated toward selling boats and before too long, selling marine surplus. He's been at it for 27 years now, half his life.

While schooners have acknowledged shortcomings, they haven't been enough to dim Ernie's love for them. He later bought *Shearwater*, a 68-foot Ted Wells schooner that had been built in 1929. Having been working on a five-year plan, in 1977 Ernie packed up his kids, 10 and 5, and took off on a three-year family circumnavigation. "I still dream about our sail from Capetown to the Caribbean," Ernie said with a faraway look in his eyes. "We had 40 days of easy reaching and running, then arrived in the Caribbean on Christmas Day. The South Atlantic is the nicest ocean in the world. Of course, you have to pay the price to get there. See this gray hair," he said pointing to the mass of curls atop his head, "I got that on the way from Durban to Capetown. You

LATITUDE/RICHARD



Ernie Minney needed some new currency, so he minted 'Minney Money'. We should all be that innovative.

"We've still got a nice little boat subculture here, an insiders group of old-timers who were lucky enough to own property before

# CHANGES

the values went through the roof. And a lot of the captains, boatworkers and more well-traveled sailors hang out at Josh Slocums. We've got a great Tuesday Night Series for wood boats during the summer which draws about 35 boats. We've also got the Wooden Boat Show and some other good stuff — which isn't too bad when you consider Newport Beach has pretty much become anti-fun."

Minney did a lot of Big Boat Series and other races in the old days with guys like Ken DeMeuse on famous yachts such as the schooner *Serena* and *Blackfin*. But when he thinks of adventuresome sailing now, he thinks of taking a schooner and his youngest son, now five-years old, to the Marquesas and Tahiti. "For me, that's as far as I have to go. It's so beautiful and so much fun."

Meanwhile, he'll keep out of trouble by buying and selling surplus gear and sails in his unique way. Ernie buys used gear for cash — unless you want about 25% more value, in which case he'll give you 'Minney Money'. This private currency is accepted only at Minney's Surplus. So basically, you get a lot more by trading something you've got for something he's got.

"When I think of Newport Beach," said the Wanderer, "the image that keeps popping into my mind is a couple of plastic baby-boomers like Bill and Hillary Clinton roaring

that 'woodies' like Ernie aren't extinct yet."

In a more perfect world, the Wanderer would make even more accurate observations such as that.

— *latitude 38*

## Pegasus — Downeast 45

**Ed & Cathy Longwell**  
**South Africa**  
**(Sausalito)**

We arrived in Durban, South Africa in October 1991 amid the brightest lightning storm we've ever seen, and motored into port just before a southwesterly gale hit. The coast from Capetown to Durban is known for rapid changes in weather and rightly so. When we left Durban to head south, we saw the wind change from 25 knots out of the northeast to a southwest gales in a matter of minutes! Even though we hugged the coast, it took us 2½ hours to motor the last seven miles to East London.

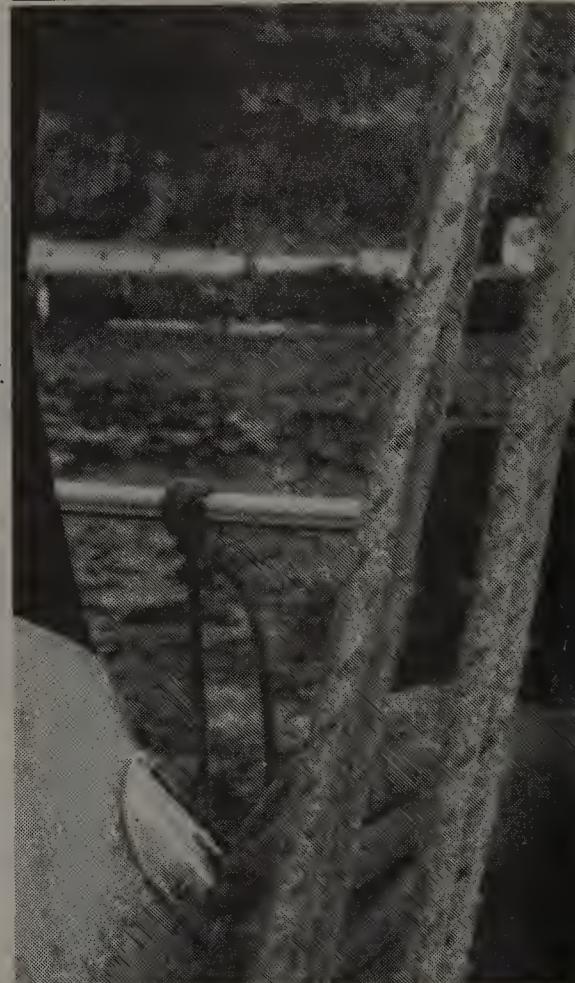
We're glad we made it when we did, however. Two sailing school boats that left Durban a few hours after us got caught in the gale and didn't arrive until the next day. When they did arrive, it was with stories of knockdowns and one rollover. You definitely don't go anywhere along that coastline without checking the weather first. Alistair, ZS5MU, runs an excellent Ham net on 14.316 at 1130z. After check-ins he gives the weather report.

With all the bad news coming out of South Africa lately, we wanted to let cruisers know that it's still a great place to visit. While there were reports of killings and muggings while we were there, we were never afraid to walk the streets. And we never heard of any other yachting having a problem. The riots have all been in the townships, which are quite a distance from the cities we visited.

East London was a great place to work on the boat. There are several chandleries within walking distance of the marina and a grocery store and laundromat within two blocks. You can take a bus to a big shopping center called The Wheel, where they also have first-run U.S. movies for only \$2.50 in the afternoons. Another good bargain was the marina slip for our 45-footer: just \$110 U.S. a month!

There are two yacht clubs in Durban, the Royal Natal and the Point. Both offer foreign yachts a month's free membership. We found that the Royal Natal had a more casual atmosphere and friendlier help.

The one attraction not to miss are the



*A clearly delighted Barbara Dressler of 'Saravah' holds up a couple of hundred dollars and some heavy chain while a cheerful David Morgan looks on. The photo, taken April Fool's Day on remote St. Helena Island by Ed and Cathy Longwell of 'Pegasus', is easily one of the most curious we've ever received. What could they have been up to?*

game parks. We went to Kruger, the biggest, and saw every animal you'd hope to see. Some were close enough to touch. The park has very nice rooms to rent for reasonable prices, and you are locked in the campground at night so you won't bother the animals.

After waiting out the gale in East London, we made it down the coast to Haut Bay, a fishing village much like Monterey, that's a 45-minute bus ride from Capetown. It was much more convenient staying there than at the marina in Capetown, which is a long, long walk from any stores.

We did motor on around to the fisherman's fuel dock at Capetown because the fuel was duty-free and thus half the price the yacht clubs charge. It's on a commercial jetty, however, and only open Monday-Friday. It's also dirty and has big fenders that the seals like to sleep on. But it's worth the hassle. We also bought half-price fuel in Durban at the commercial dock there.

After spending an enjoyable five months in South Africa, we sailed across the Atlantic to St. Helena. One week into the voyage, we noticed our main staysail wire — we have a

COURTESY PEGASUS



*Ed and Cathy Longwell aboard the Downeast 45 schooner 'Pegasus' at Capetown, South Africa.*

up and down the Pacific Coast Highway in a Lamborghini searching for an overpriced trendy restaurant. So it's heartening to know



**Magic Carpet — Slocum 43**  
**Chris & Nedra Wagner**  
**Pacific Northwest**  
**(Sausalito)**

[Editor's note: The Wagners — he a former manufacturers rep, she a teacher — set off to cruise Mexico aboard their Cape Dory 33 Magic Carpet in December of 1988. When they returned 18 months later, they said, "No more!" A year later, they realized they really did want to do more cruising — but with more creature comforts. Things like a shower, television, computer and sewing machine. And they wanted more room. So they bought a Slocum 43 in Port Townsend, which is why their first Changes is from the Pacific Northwest. Now in Sausalito, they hope to be in Z-town by Christmas and continue on to the South Pacific.]

We have just completed two months — early July to early September — exploring Desolation Sound, the Gulf Islands and the San Juan Islands. This is great cruising territory, with spectacular scenery and many anchorages. Compared to Mexico, it's very green. We've been fortunate with the weather, having only a couple of days of rain, almost no fog, and higher than normal temperatures.

Since this Slocum 43 is a new *Magic Carpet* for us, we spent June in Port Ludlow, Washington, making minor changes and checking out all the various systems. The biggest drawback of doing this on the

*The Orcas Island YC during the busy Labor Day Weekend. There's lots of room to cruise in the Pacific Northwest.*

schooner rig — was parting midway up. We discontinued using the staysail sail and secured clamps along the wire to keep it from unravelling further. Some friends still in Capetown, David Morgan and Barbara Dressler on *Saravah*, told us over the radio that they'd bring us new wire and fittings. So we waited three weeks at St. Helena for them to arrive.

Appropriately enough, it was April Fool's Day when we went to rig the new stay, because it was 18 inches too short! We hoped it was some kind of April Fool's Day joke, but unfortunately, it had been measured wrong. David and Barbara felt awful, but it hadn't been their fault. The guy in the rigging shop must have been half asleep when he handled our order. David gave us some chain to jury-rig the stay and we were off again.

We made a short stop at Ascencion Island, where we got to watch some sea turtles lay their eggs in the sand. Our next landfall was Fortaleza, Brazil, where we were boarded by a local thief in the middle of the night. This happened to just about every boat in the anchorage except those with

dogs. Some people lost a lot of money; we only lost one shoe, as we scared the guy and he jumped overboard. We didn't hear of similar problems elsewhere along the Brazilian coast.

We also stopped at Devil's Island, French Guiana, to see the old prison buildings. We then spent three weeks at Tobago Island,



which was lovely. We're now at the Trinidad YC awaiting the end of hurricane season before making our way through the Caribbean.

— ed & cathy 9/22/92

Olympic Peninsula rather than in Seattle was the lack of marine stores. Most of what we needed was not available except by special order from Seattle, so there was always at least a 24-hour delay in getting things we

COURTESY MAGIC CARPET

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needed. A good supply of catalogs is a necessity for folks who don't want to take a ferry every time they need a part.

We decided to make a fairly quick trip north and then leisurely work back to Port Townsend. We spent a couple of days in the San Juan Islands before heading to Sydney on the Vancouver Island. We continued up Vancouver Island to Desolation Sound and Nanaimo before crossing the Straits of Georgia — which is locally known as "the ocean". The two times we crossed 'oceans' — the Straits of Georgia and Juan de Fuca — were about the only times we had enough wind to actually sail. Most of this part of the world seems to be without wind.

The mainland side of the Straits of Georgia has many wonderful anchorages and lots of territory to explore. It was here we got our first taste of anchoring stern to shore, with the bow anchor out and the stern snuggled between the rocks. It's quite a sight at low tide when you find the rocks on either side of you are taller than the spreaders on your mast, and your stern line stretches 20 feet up to a tree!

Desolation Sound is more spectacular than the guide books had led us to believe. It has snow-covered mountains, steep cliffs, small rocky beaches, waterfalls, and trees everywhere you look. The anchorages are plentiful, but some tend to be a little crowded during the summer. Living off the sea is easy — clams, oysters, prawns, crab, bottom fish and salmon are all there for the taking.

The water is reportedly warmer in Desolation Sound than other places, but we, veterans of 18-months of warm Mexican water, found it too cool to enjoy. There are, however, a few anchorages where you can walk to warm freshwater lakes.

One of the things about this area is the lack of "Keep Out" and/or "Private Property" signs. As we understand it, all the land below the high tide mark can be used by the general public, but everyone respects the areas where there are signs of habitation.

Moving south to the Gulf Islands gave us a different sort of view of the area. These islands are more populated, have more towns and thus more amenities. Nonetheless, there were still many places to anchor and explore. It seems that everyone we met had at least three favorite spots. Unless you have years, it would be impossible to visit all the anchorages.

The San Juan Islands are somewhat



*Spread: Pacific Northwest delicacy, 18-legged starfish. Inset: No boat in the San Juans is complete without its own float plane.*

similar to the Gulf Islands in appearance, but a world apart in attitude and population. The American way seems to be to post many signs warning boaters off the beaches, so with the exception of State Parks and towns, much of the land is off limits. We did find a few places where we could go ashore and take a look around, but unhappily, they were few and far between.

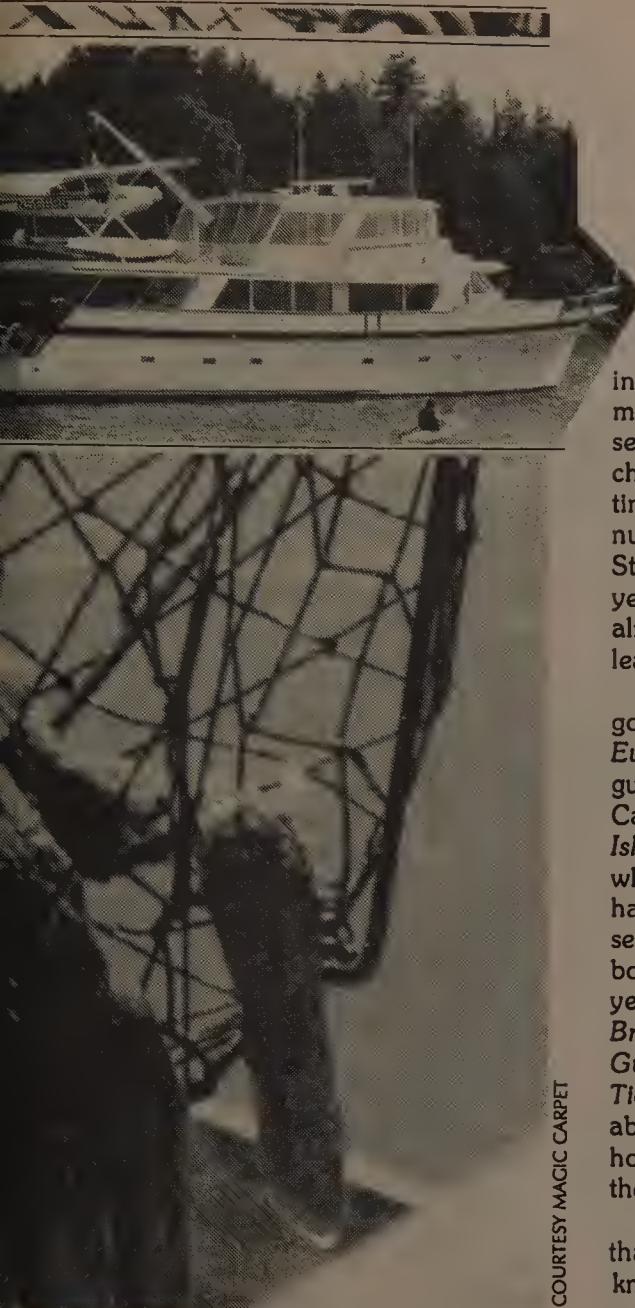
Some general comments about the Pacific Northwest:

**Weather and Wind** — Count on putting on lots of hours on your engine as there isn't much wind. Also plan on rain. We found lightweight ponchos were sufficient. Even when daytime temperatures are fairly warm, mornings and evenings can be quite cool. A cockpit awning that can be left up underway serves as both an umbrella and a sunshield. Many Northwest boats — including sailboats — have complete cockpit enclosures which

stay up year around.

**Moorage** — Boats are moored in the Northwest, not berthed, so you have to learn some new terms. The availability of transient moorings varies with location, but we never had difficulty finding a mooring when we didn't want to anchor. Canada has government docks — they have red handrails on the gangways — that are reasonably priced. Private marina prices vary with the area and facilities. The British Columbia Provincial Parks and the Washington State Marine Parks have both floats (docks) and buoys available at very low cost.

**Anchoring** — Be prepared to anchor in deeper water than in the Bay or Delta. We



COURTESY MAGIC CARPET

found most anchorages to be 25-40 feet at mid-tide. And don't forget to check the tide before anchoring, as having 15 feet of water under the keel at high tide can mean being high and dry at low tide. In many places it's necessary to put a bow anchor in deep water and tie a stern line to a tree or ring that's been secured into the rocks. Stern lines need to be at least 100-feet long. Locals carry large reels of polypro line on the stern for this type of anchoring.

**Provisions and Water** — The larger towns have good supermarkets, but fresh items become hard to find at stores on the smaller islands. The Canadian supermarkets all have bulk sections with items ranging from soft drinks to dry staples to laundry detergent. Water — believe it or not — is in short supply on the islands, but usually available in marinas.

**Garbage Disposal and Pumpout Stations** — Both of these can be a problem. Garbage cannot be landed in many places, although some Canadian parks have garbage barges. Pumpout stations are easy to find in Washington, but hard to find in Canada.

**Customs Clearance** — You can clear

into Canada with a phone call. They may or may not send an agent down to your boat; it seems to depend on where and when you check in. A permit is given for the length of time you request and you are given a number to post on the boat. Returning to the States is also simple, but you must pay the yearly \$24 U.S. Customs fee — if you don't already have one. We'd gotten ours before leaving the States.

**Charts and Guide Books** — Having good charts is a must! We used the *Evergreen Cruising Atlas* as a basic chart guide and supplemented it with the *Canadian Small Craft Chart 3310, Gulf Islands* and a book of Canadian Charts which covered Desolation Sound. We also have many other charts of this area, but seldom used them. Our most used guide books were *Western Boat Travel* (updated yearly), *Pacific Yachting's Cruising Guides to British Columbia*, Vol. 1, 2, & 3, and *Gunkholing in the San Juans*. The *Canadian Tide and Current Tables*, Vol. 5 and 6 are absolute necessities. Make sure you learn how to read them before you need to use them!

**Hazards** — The currents are stronger than in the Bay Area, running at up to 14 knots in some places. Time your transit of rapids carefully. The direction of the flood and ebb changes as you move from place to place, so make sure you know which way it's going. While the water is mostly deep, there are nonetheless many, many rocks to look out for. Some of these are at the entrances to anchorages and covered at high tide. Read the charts carefully and time your entrance to narrow anchorages for low water.

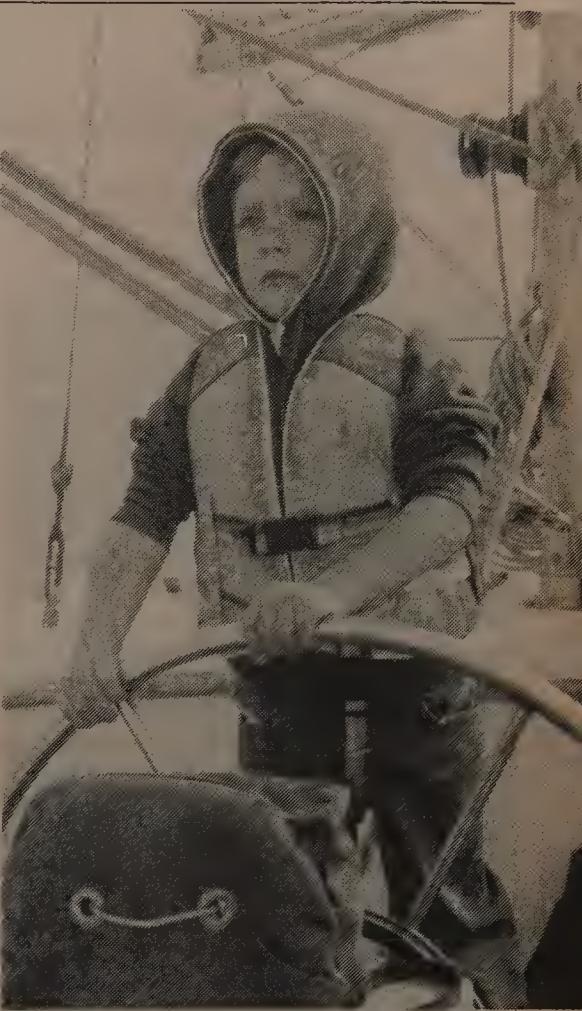
One of the biggest dangers are the loose logs and deadheads. They can't be seen at night and can do a lot of damage. One boat was lost outside of Port Angeles after hitting a log. She sank in about four hours even though there were two working Coast Guard P-1 Pumps aboard.

We're about to head down the coast to Sausalito. After a short visit we'll continue on to Mexico and points west.

— chris & nedra wagner 9/25/92

**Beau Soleil — Dickerson 41**  
**Mike, Karen and Falcon Riley**  
**Sea of Cortez**  
**(Coronado)**  
 We thought we'd send you folks a recent

COURTESY BEAU SOLEIL



Falcon Riley, four-years-old and steady at the helm.

photo [see next page] of us before we took off for more distant shores. The shot was taken while we were sailing *Beau Soleil*, our Dickerson 41, on the waters of Bahia de Los Angeles in the Sea of Cortez.

The Sea is truly a special place on this earth. The waters are calm, the wind infrequent, the fish edible, the landscape dry and the people hospitable. It's also been a wonderful spot to sea-trial our new boat, *Beau*. Trying every sail configuration in our inventory, we find what we need is a cruising spinnaker. Our large boat prefers broad or beam-reaching rather than sailing dead downwind.

To get to know our boat better, we sailed in and out of anchorages. We set the hook with and without power — you never know when the diesel might act up. We tried Med-mooring for water at Puerto Escondido and backing into slips at Marina de La Paz for fuel and water.

Spending the summer in the Sea gave us time to repair the decks, oil the brightwork, re-rig or replace worn items and really sail *Beau* before we took off to places where it's difficult to obtain replacement parts.

It wasn't all work, however. After two or so hours laboring on the boat, and after Falcon's schoolwork was complete, we'd head out on another adventure. Diving was

# CHANGES

usually our first choice. Unfortunately, this summer the *aqua-maules*, which are tiny stinging jellyfish, were everywhere in the Sea. Lycra suits were in order, but we didn't have any. So we wore long-johns, turtlenecks and socks instead. We went to this extra effort because we wanted that feast that swims in the water.

The cruisers we met this summer were tops. Falcon had a pot-luck supper for his 4th birthday in Santa Rosalia. There just happened to be 30 boats on the hook that week, so it was a great party that featured a killer whale cake and food galore. It was handy to have a child who needed a party just when all the adults needed one, too.

Some of those attending the party and who graciously brought gifts were: *Sweet Pea*, *Maikaira*, *Grace*, *Harmony*, *Silke*, *Panacea*, *Wonder*, *Puffin*, *Rouland*, *Nemooska*, *Stormy Weather*, and *Friendly Turtle*.

If you need to sit out a storm in the Sea of Cortez, try to find yourself in Don Juan in Bahia de Los Angeles. We've not seen a better hurricane hole other than deep in the mangroves of St. John in the Virgin Islands. When hurricane Lester came through, we experienced gusts of 50 knots and seas of two feet. The 20 boats in Don Juan had their boats rinsed, collected washing water and played many games of Scrabble.



Mike Riley did a complete circumnavigation on a Columbia 24, his wife Karen did most of one. Now they've got a 41-foot ketch.

Our future plans include sailing back to La Paz, then on to mainland Mexico, leaving Acapulco at the end of October. We'll then

cross over the Gulf of Tehuantepec to Playa del Coco, Costa Rica (actually we're in Costa Rica now). Golfito is our Christmas destination. At the start of the New Year, we'll transit the Canal, visit the San Blas Islands, Cartagena, Jamaica, the Grand Caymans and the west coast of Florida, stopping at the Dry Tortugas on the way.

Our more distant plans include three seasons driving boats in the Virgins, then heading back to the South Pacific, where we haven't been for a number of years.

As for having a child aboard while cruising, we wouldn't be without! Falcon has reached the age of being a 'helper'; he's a great fisherman, package carrier and story-teller. Next week he'll be writing these Changes.

P.S. There's something that's making our skin crawl out here. This summer we have met singlehanders, couples and crews who have boasted that when they get tired at sea they just put on the autopilot or drag a sea anchor and they hit the sack. How can anyone be proud of carelessly risking becoming dead meat? Or causing someone else's demise? We've sailed many miles and have always kept watch 24 hours a day. Mike kept watch when he was singlehanding; up every 10 minutes to look around — even when he was out of shipping lanes or far out to sea. It was his life he was looking out for! His and that of the fishermen in dinghies and the yachties drifting about in liferafts.

When we now meet sailors who happen to casually mention they don't keep watch, we just walk away. It's difficult to become close to someone who might not be around someday because of a needless collision at sea. If you don't stand watch, don't expect us to treat you like a bluewater sailor. If you can't keep watch, get crew who can. If you don't want crew, don't go sailing overnight! — mike, karen & falcon 10/14/92

**Readers —** The Rileys are one of our all-time favorite cruising families. Mike set out from San Diego to sail around the world aboard a humble Columbia 24. He met Karen along the way. They got married and she got pregnant. Falcon was born, if we remember correctly, in India. The three of them then continued on around the world in that crazy little Columbia. They purchased the Dickerson in San Diego, fitted her out, fixed her up, and before we knew it were off cruising again.

When Jim and Diana Jessie, interviewed



elsewhere in this issue, were coming up the Baja coast earlier this year at the end of their 7-year circumnavigation, a ketch hailed them on the VHF and began circling them. "Who the hell is that?" they wondered. It was the Rileys, who'd they met and sailed with in the Med.

## Wanago — Tayana 52 Lowell & Danny North Niuatoputapu, Tonga (San Diego)

Lowell North, four-time Star World Champion and founder of North Sails, arrived in Niuatoputapu, Tonga on Wanago, his Tayana 52 cutter. Crewing with him on his second South Pacific cruise are his son Danny North of Maui, and Heidi Senglaub of Truckee.

In 1988, during his previous cruise, North sailed as far west as Fiji. He then returned to the West Coast via Samoa and Hawaii for a hip replacement. This time he is cruising in tandem with his daughter, Holly, who is sailing her own boat, the Lidgard 39 Moe Moea. Plans are for both North boats to stop at Fiji, Lord Howe Island and possibly New



SUSANNE ROBBINS

**Del Olsen and Doug Robbins sample 'Razz's' provisions at Puerto Sherry, Spain. Story in 'Sightings'.**

Caledonia before arriving at Byron Bay, Australia — Holly's homeport — for Christmas.

It's been an exciting cruise for the Norths. First, Lowell and Danny had the thrill of being dismasted 600 miles from the Marquesas on their way over from the West Coast. Then, while anchored side-by-side with *Moe Moea* in the lagoon of tiny Mopelia atoll, they were all caught in the middle of a mini-revolution.

The descendants of the Pomare Dynasty — the last reigning kings and queens of Tahiti, who were evicted from Tahiti by the French — had been living and pearl farming on Mopelia. Three years ago these Pomare descendants declared Mopelia, Bellinghausen and Scilly islands to be a sovereign country.

Having tolerated the action for three years, the French government finally decided to do something about it. Specifically, they sent in an invasion force that included a frigate complete with helicopter, a landing

force of 80 gendarmes, the High Commissioner and an Admiral from Tahiti.

The renegade Tahitians had inside knowledge of the coming invasion, however, and had strung several steel cables across a 60-ft wide pass in the coral — the only entrance into the lagoon. Nonetheless, the Pomare clan were arrested and taken to jail in Papeete. The day after the invasion, the government brought in approximately 100 new settlers from Maupiti, 100 miles to the east.

The steel cables were also removed, so the Mopelia's lagoon is once again accessible to yachts. *Wanago* and *Moe Moea* departed the day after the revolution was thwarted, and headed for the Cook Islands.

— John Neal 10/15/92

#### Heeling Spirit Ken Brody Equinox Storm Passage (Seattle)

Tasks that are easy to perform at the dock can be hell in a blow, especially if left until too late. It's one of the hard lessons most cruisers learn only through experience. Ken Brody, who the *Latitude* crew met while sailing the Ericson 35 *Good Times II* south to

Santa Barbara, offered this perfect example:

"My girlfriend Nancy and I left Puget Sound on *Heeling Spirit*, my business partner's brand new Taswell 49 cruising cutter, for an offshore passage to San Diego. Nancy, who only weighs 107 pounds, had never been at sea before. By the time we got 200 miles off appropriately-named Cape Foulweather, we were in a gale with seas two stories tall. *Heeling Spirit*'s bow played submarine and green water found every opening.

"The wind and seas built as night fell. I was dog-tired and had to reef before Nancy's watch. I climbed into my harness and crawled out on deck, holding my breath while the cold seas broke over my head. I must have spent two hours in that howling maelstrom doing what took less than five minutes back in the slip in Seattle.

"First the mainsheet had to be eased. It promptly snagged an unprotected dorade, uprooting it and flinging it overboard. Then the fully-battened main sprung a batten, which caught on a lazyjack. The force of the wind kept it there, far out of reach. Thus the main wouldn't go up or down.

"The boom, which rhymes with doom, then went on a rampage, destroying the traveller and managing to snag another deck obstruction with the sheet. With the half-limp mainsail now aback, the shrieking wind picked the boat up and shook her like a dog shakes a bone.

"The shackle on the jib must have then distorted and let go, because the jib started to unroll — even with the sheets wrapped firmly around it. We couldn't make headway into the seas, yet we needed to get head-to-wind in order to complete the reefing job. The only sail we had drawing was the staysail and it was being flogged to death by the flapping jib. I thought we'd soon be packaged in our own running rigging.

"Nancy was terrified. Being a minister's daughter, she started to pray. It must have helped.

"We sheeted the staysail flat, and with the engine on full bore, managed to drive the boat into the wind long enough to free the snagged sheets and blow the batten clear of the lazyjacks. Then we let the boat fall off and hove to until we could tie in the second reef. Once that was done, we had control of the boat again.

"But the devilish jib was still a problem, as it inexorably continued to unroll until it was out all the way and there was no more line in

# CHANGES

the drum. Several times I went forward, breathing water, to try to force the sail around the drum by hand. Later I tried brailling it, winching it, wrapping other lines around the drum — nothing worked.

"We were crippled. We didn't have enough sail to get to San Diego and certainly not enough fuel to get out of the area of bad weather. It was time to activate the emergency plan and brave the bar at Yaquina Bay, some 200 miles away. From time to time during each watch on the way to Yaquina, I tried new ways to roll up or take down the roller furling headsail. But the wind never abated enough to allow it. In the wan daylight between squalls, we watched the headsail come apart thread by thread. It had taken less than 24 hours."

Brody and his girlfriend were escorted across the bar at Yaquina Bay by the Coast Guard, arriving safely. Of all the boats in the harbor, they were the only ones who'd tried to sail offshore to San Diego as opposed to harbor-hopping. Brody was later told by a fisherman that "every fishing boat captain wants to be all the way out of the Gulf of Alaska by September 15 because of the 'Equinox Storm'." You may not believe in such a thing, but Brody does now.

While most of you folks in San Diego poised to head south of the border are unlikely to encounter such a gale, there are nonetheless two important lessons you can learn from *Heeling Spirit*:

1) Reef early; and, 2) Reef often.

The rule of thumb is to reef as soon as you begin to wonder if maybe you should. For each additional five knots of wind, it becomes about twice as difficult to get a good reef in.

It's equally important to have practiced reefing in strong winds when there is a sea running as opposed to at a windless dock. Only in hardy ocean conditions can you appreciate the desire of battens to seek freedom from their pockets, of sheets to snag and destroy deck hardware, of furling jibs to fail.

"Know thyself," said Socrates. "Know thy boat," add veteran sailors.

— *latitude 38*

(based on information from *Heeling Spirit*)

## Quest To Get to Quest II

Pat Walsh

Nuku Hiva, Marquesas  
(Bethel Island Marina)

[The Marquesas — a spectacular 'Milk

Run' stop between the West Coast and New Zealand — are widely considered to be among the most beautiful spots in the world. So why don't lots of wives and/or friends visit husbands and/or friends who are cruising there? Because — as you'll read in Pat Walsh's account of trying to meet up with her husband — the Marquesas are neither quick, cheap or easy to get to.]

My supposedly peewee adventure of getting from Papeete, Tahiti, to Nuku Hiva in the Marquesas — to join up with my husband on *Quest II*, our home-built 65-foot steel schooner — turned out to be a major production. First of all, my Tuesday flight to Nuku Hiva was canceled due to mechanical problems. It was rescheduled for Friday — with a "if the parts come in" kind of comment. These flights to sparsely-populated remote islands aren't as frequent or reliable as those between San Francisco and Los Angeles. Furthermore, residents have priority over tourists on available seats.

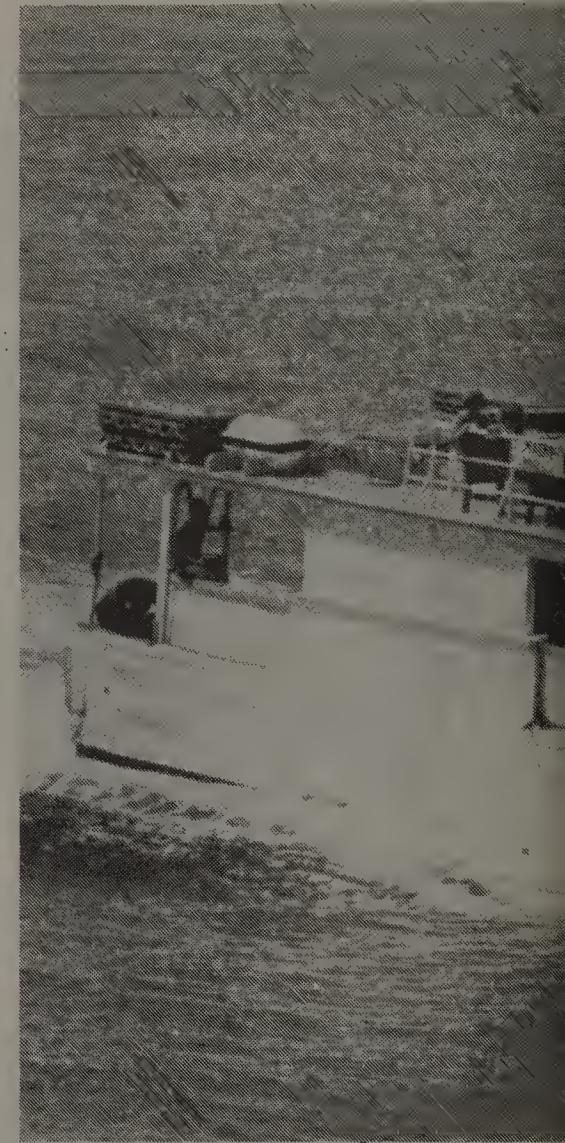
Knowing that my husband was expecting me on the Tuesday flight, I frantically went from yacht to yacht in Papeete harbor getting people to try to contact John on SSB. But to no avail. We then tried "any boat in Nuku Hiva". That didn't work either.

Having listened to the Marquesas SSB net on Monday, I knew that John and *Quest II* had arrived at Nuku Hiva, but nobody knew exactly where he was. So on Tuesday I left telephone messages for John all over Nuku Hiva — from the Mayor's office to local bars — instructing him to tune into the 8C 5:30 SSB net.

Messages aside, I still had to get to Nuku Hiva, some 750 miles to the northeast. To make a long story short, that's how I ended up rocking and rolling on *Aranui*, a sweet and clean 343-foot inter-island freighter that carries cargo between Tahiti, the Marquesas and Tuamotus.

There were 59 passengers aboard *Aranui*. Unfortunately, many of them were various shades of green the first day, so my socializing was limited. I had a pleasant large cabin to myself — and an appointment with the captain to use the SSB at 5:30 that afternoon. How frustrating! It seemed as though every boat in the Marquesas — with the exception of *Quest II* — knew of my problems and plans.

*Aranui* was stopping at Ua Pou — near Nuku Hiva — on Saturday. I was hoping I

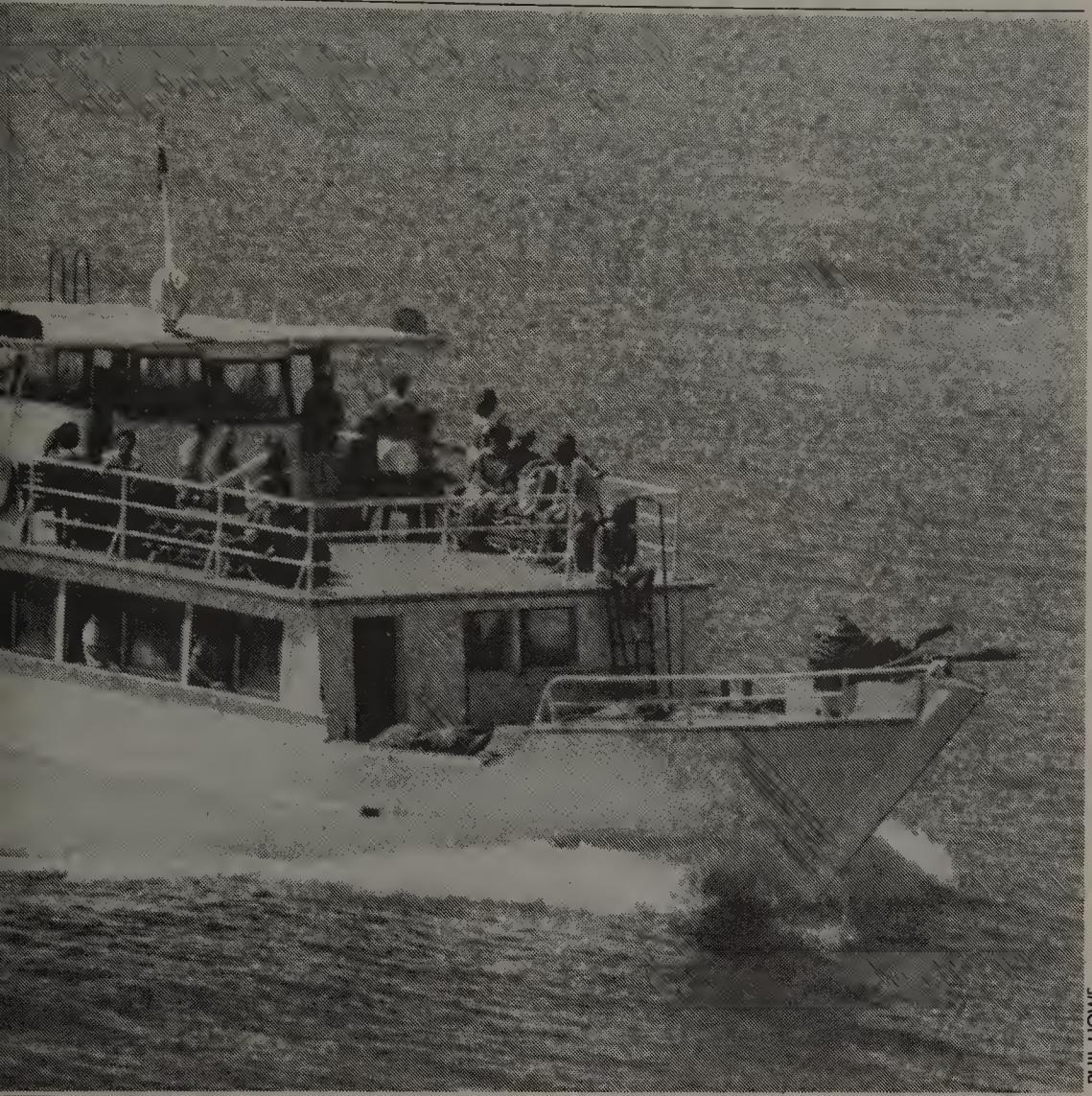


could reach John by SSB in time so he could meet me there. If he couldn't, I didn't know exactly what I was going to do.

Hooray! Wednesday night I reached John via SSB-8C. He'd gotten word of my travelling travails and he was waiting for me in Nuku Hiva. It seemed there was a weekend festival there that he and the rest of the crew wanted to attend, so they were going to stay there. It was all right with me — as long as they are the first people I saw when I arrived!

*Aranui*'s first stop was at Takapoto atoll in the Tuamotus, where she exchanged cargo and let the passengers off for a picnic. Since there is no dock and it's too deep to anchor, she spent the entire six hours motoring a little into the wind, then drifting backward, then repeating it over and over again.

Despite three to four foot seas, the crew spent the morning off-loading picnic-minded passengers and cargo into two longboats, then taking we and it to shore. An old longshoreman like Harry Bridges would have turned over in his grave if he'd seen how they did it! The men were barefoot and didn't wear gloves or hard-hats. Nonetheless, they skillfully lowered three or four barrels of kerosene — or whatever — into the pitching longboat at once. It was quite a sight! Everything from toilet paper to 35-foot



PHIL HOWE

*Inter-island ferries of all sizes travel between the Marquesas and Society Islands.*

pilings was offloaded.

While the crew worked, we passengers spent the next four hours frolicking, picnicking and swimming in the lagoon of this seldom-visited atoll. Our lunch consisted of four mouth-watering salads, BBQ chicken, wine and desserts.

(I can't tell you how good the food — French cooking at nearly its best — was aboard this inter-island cargo ship. One evening we had a lovely huge salad, braised chicken in a dream sauce, *haricots verts*, potatoes and chocolate mousse. For breakfast there were omelettes, cereals, tons of fresh fruit and other delights. Lunch was a perfectly roasted leg of lamb with faintly minty gravy, flageolet casserole (cooked to perfection) and broiled tomatoes. Last night we had fresh tuna in a shrimp sauce, boiled potatoes, fresh broccoli preceded by the best lentil soup I've ever had. More later, but I have to run or I'll miss breakfast.)

After all of the cargo was unloaded at Takapoto, it was time to take on the copra. Each copra-filled bundle of bags was weighed — by the most primitive scale I have ever seen — and loaded on the Aranui via the longboats. Even in calm conditions it

would have been a tricky and dangerous process. But in seas like we had, it was frightening to even watch. How these big but gentle men kept from being crushed between the 25-passenger longboats and the cement jetty is beyond me. But they did.

While we passengers swam and picnicked, the crew loaded 500 tons of copra aboard the Aranui using just two longboats and one backhoe/bucket loader! From what I observed, these Marquesans, Tuamotans and Tahitians put most of the world's workers to shame with their strength, endurance and cheerfulness. Watching them work is a sight I'll never forget.

As we continued on toward the Marquesas, the large freighter rocked and rolled. I loved it, as it rocked me to sleep. They'd filled the ship's pool with water, but we were pitching so much that two hours after we left the lee of Takapoto all the water had sloshed into the bar. Dinner made up for it: Rich onion soup with homemade croutons and gruyer cheese, ragout of veal with pearl onions, veggies and mushrooms over pasta and three kinds of French cheeses — plus an exquisite apple tart. Like all the other meals, it was accompanied by several bottles of wine.

In between freshly made croissants for breakfast and a very rich ox-tail and chicken couscous dish for lunch, I managed to have another SSB conversation with my husband. He said he was waiting in Taiohae Bay — which is where Aranui would be calling on Saturday night. We agreed we'd have dinner on the cargo vessel.

Saturday was beautiful, as the ship plowed through gentle seas toward Nuku Hiva and Quest II. Between more excellent meals, I spent an hour with five archaeologists — four grad students and their grant bearer — who were on their way to a dig on Nuku Hiva that hadn't been touched in 35 years.

Lots of the other passengers were seasoned, name-dropping travellers. It was a real kick playing the 'Who's been to some place I haven't' game. Since they'd all been to Kathmandu, the Amazon, Mt. Everest and so forth, my destinations of Tahiti, Tonga and perhaps Australia seemed rather pedestrian to them. Until, at least, I told them I'd be travelling to each aboard our own schooner.

The Marquesas looked spectacular upon my arrival at Nuku Hiva, and it was terrific reuniting with my husband John as well as Kay, Hans, Ben and Quest II. I learned it was right for me to have flown over, as John reported the crossing took them 23 days from Puerto Vallarta. The weather had been all right, but they had rolled a lot. I've had some rolly days in the Marquesas myself. It's difficult to maintain a sweet personality when it's all you can do to hold on when trying to traverse a deck or negotiate a companionway.

But having now spent two weeks in the Marquesas, I can only say the islands are breathtaking. They have spectacularly steep, verdant, craggy mountains that rise grandly out of the ocean. As a whole, the Marquesans are a friendly and attractive group of people. Prices here are so exorbitant that anybody coming this way should bring all the sodas, beer, booze, canned goods, meats and everything else they'll need for the entire trip. Cans of soda and beer are \$1.50 and \$2.20 respectively. A liter of Johnny Walker Black is \$80 and gin about \$45. Eggs are \$5 a dozen, potatoes are \$2.50/kilo, onions \$4.50/kilo, skimpy lettuce and tomatoes are \$1 each. The only bargains are New Zealand lamb.

P.S. If anyone got the impression that not many boats sailed to French Polynesia this

# CHANGES

year because of El Niño, that's would be incorrect. At least 15 boats left from Puerto Vallarta in the month of April alone! They were: *Day-by-Day*, a Passport 40; *Alegria*, a Vancouver 32; *Williwaw II*, a Hans Christian 33; *Ranger*, an Out-Island 41; *Tawny D*, a 60-ft ketch; *Plain Jane*, a 39-foot sloop; *Laguna*, a 41-ft cutter; *Sheba*, a 45-foot yawl; *X-TA-SEA*, a Westsail 32; *Alegre*, a Hardin 45; *Gallivant*, a Tayana 47; *Ethereal*, a 50-ft sloop; *Quest II*, our 65-ft staysail schooner; and *Hasty* and *Southbound*.

— pat walsh

## Cruise Notes:

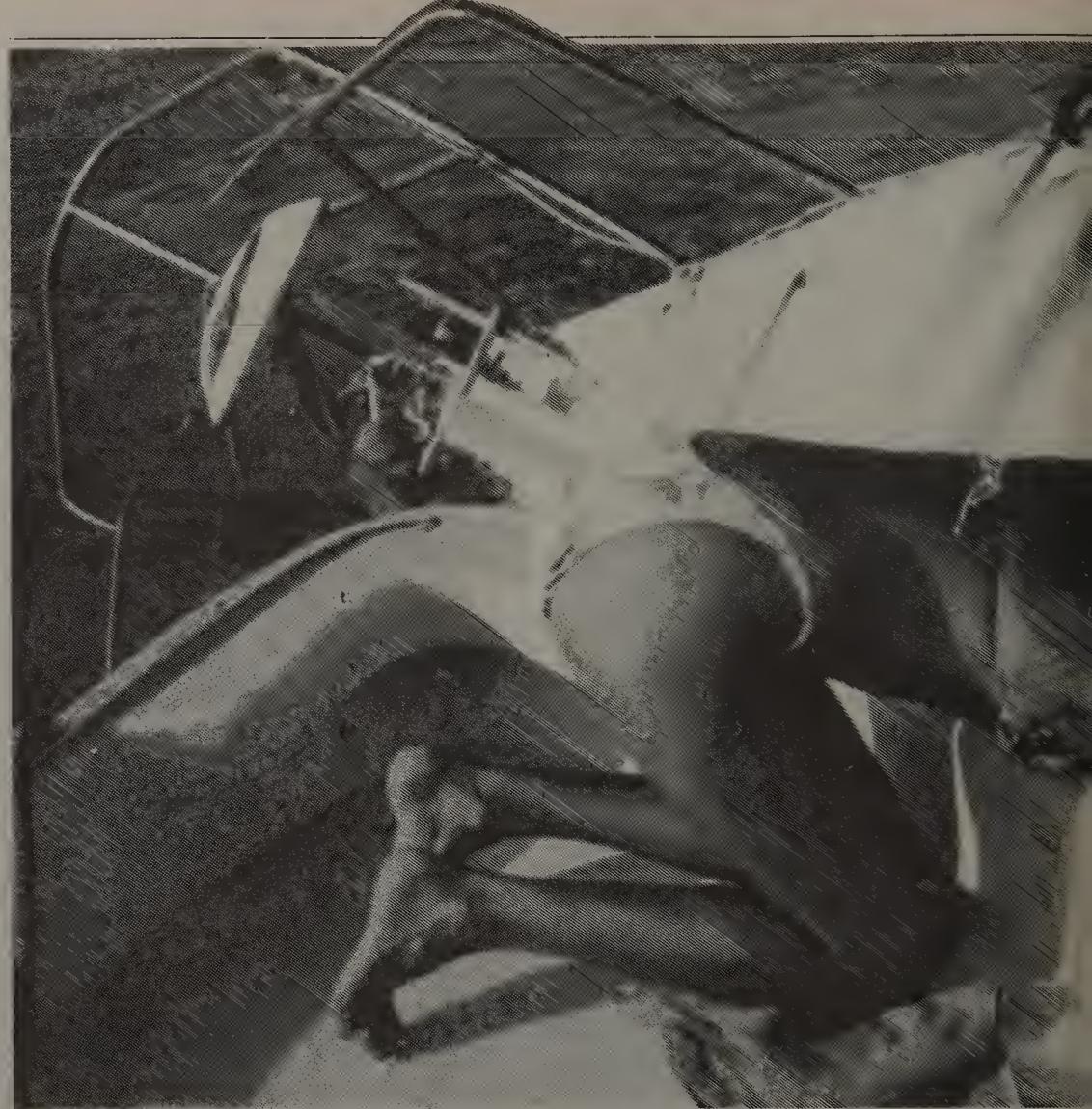
Mexico-bound cruisers are cautioned not to rely on the **Punta San Juanico** lighthouse at Scorpion Bay, which is located between Abreojos and Magdalena Bay. Oxnardians J. Imhoff and M. Laydon explain why:

"During a surfing trip to Baja, we had the misfortune to be caught at Punta San Juanico when hurricane *Hector* hit in late August with 65-knot winds. It's been a great cruiser's anchorage for many years, even though the lighthouse — no pun intended — was always an on-again, off-again proposition. Well, it's not going to be on again anytime soon, as *Hector*'s winds simply blew the lighthouse down! We know, as it landed all too close to our camp.

"Those familiar with the hospitality of the little town of Punta Pequeña will be saddened to learn that it was heavily damaged. Fortunately, nobody was killed. Special thanks go to the 32nd Infantry Battalion, Cuidad Construction, Baja Sur, for overcoming many hardships and rivers of mud to bring us food and blankets, and to finally dig and escort us out. But again, the lighthouse is *nada mas*. P.S. The surf pumped!"

In other hurricane news, Carol Post, the *Hawaiian Eye for Latitude*, reports that things are looking up for Bill and Ginny Wayne of **Pacific High**. The couple's boat, you might remember from the last issue, was rolled 360° and dismasted after they departed Port Allan, Kauai, the night of September 10 for Honolulu in an attempt to escape hurricane *Iniki*. Post picks up the story from there:

"After setting off an EPIRB, a Coast Guard helicopter arrived and a medic was lowered to their boat. After much discussion, it was decided the both the Waynes needed



to be lifted off the boat and taken to Honolulu, and a vessel dispatched to retrieve *Pacific High*. But the day after the Waynes were picked up, they learned that Coast Guard had not sent a vessel to get their boat.

"Eighteen days later, the fishing vessel *Bounty* reported they had found *Pacific High* adrift. They took her in tow until they could anchor her at Necker Island, a small member of the Hawaiian chain 350 northwest of Honolulu. Another week passed before the Waynes were informed their boat had been found. Quotes by private salvors to retrieve the dismasted vessel were discouraging: \$10,000 and \$20,000.

"A week later the Coast Guard decided they had an obligation to bring *Pacific High* back, and dispatched the cutter *Mallow* to do the job."

As we got to press, the boat was expected to arrive in Honolulu in a few hours.

Call again, **Bruce Westrake**! In last month's story about hurricane *Iniki*, we reported on the misfortune of your gaff-ketch **Saltflower** to have been the victim of three hurricanes in the last two years. We noted that we at *Latitude*, former G-Dockers, have set aside \$250 to help get you on your feet again. What's more, David Tepperman of the Fresno-based MacGregor 26 **Prosperity Too** has contributed another \$50. "We met

**Down the hatch! What exactly is it, that makes wrecks — such as this ketch on the reef at Bora Bora — so fascinating? Sue Tu takes a look.**

at Isla Partida for the 1991 Sea of Cortez Race Week and Keith Reid-Ward, my crew there, sailed with you to Hawaii. I offer my small contribution to your kitty and hope you get enough to keep you going." You also received a small contribution from Bill Schmidt of Seattle. We'll send the checks to you as soon as you give us an address, Bruce.

What are the dates of **Sea of Cortez Race Week**? Folks like Rob Dixon, vet of the Class of '89, want to know. "I'd like to charter a boat for the event," he writes, "so finding out the dates is important to me." **Sea of Cortez Race Week**, sponsored for the last several years by the **Club Cruceros de La Paz**, is usually held around Easter. We don't know the dates of Race Week — in fact, we're fairly certain they haven't been selected yet. Mary Shroyer at **Marina de La Paz** is always one of the first to know. Folks interested might give her a ring about January at 011-52-682-52112.

Speaking of **Marina de La Paz**, the city's oldest and most centrally-located marina, they still have some berths open for the upcoming season at between \$7.60 and \$9.40/ft U.S. per month. A new addition to the marina is **The Dock Restaurant**, the brainstorm of former Marin resident and San

report and some photos. The same is true of Barra Navidad, where we understand work has also begun on a marina.

Somebody at **SCT**, the Mexican government agency for Communications and Transportation, read the letter in *Latitude* in which a reader claimed that a Howard Munson had gotten the Puerto Escondido Port Captain to assist him in checking the boat documents of cruisers. Munson reportedly helps financial institutions repossess boats. We've been told that SCT officials, who have jurisdiction over much of the waterfront, were very upset at the apparent violation of sovereignty and wanted to conduct an investigation. The point is, if some American says he's got the authority to check your boat papers, raise hell with the nearest branch of the SCT.

Wolfgang (from Austria) and Dubravka (from Croatia) Breitenberger haven't had the best of timing lately. Eight months ago they moved from San Francisco to Miami, then they bought the sailboat **Sailmaker** just two weeks before hurricane Andrew struck south Florida.

With the hurricane bearing down on them, they had a boat with just one bent Danforth with which to anchor and no forward hatch. Unfamiliar with the area, they figured they'd go north up the IntraCoastal Waterway. But then the bridges were closed to facilitate the evacuation of Miami Beach. Armed with anchors and tons of line from the local West Marine store, they followed David and Barbara of **Saravah** (see earlier *Changes*), Kline on *Heather*, and Robert and Kim of *Camelot* south to the mangroves of Key Largo.

They report that the worst three hours of Andrew "was unlike anything we've experienced — including the Loma Prieta earthquake of 1989". Even deep in the mangroves they "roiled uncontrollably". Nonetheless, they survived unscathed. When they returned to their boat's home at Dinner Key Marina, they found extensive damage — including a 60-foot powerboat atop their pier. "There were approximately 550 boats damaged in that marina alone, 130 of them sunk!"

The Breitenbergers report that there was a distinct lack of concern in Miami marinas prior to Andrew. They attribute this to the fact that the last hurricane of consequence to hit the Miami area was *Betsy* in 1965 — long

before most current residents had arrived. As such, locals had been inured by scores of false alarms. Now that Andrew has done his dirty deed, "everybody is extremely sensitive to the slightest wind, and even the smallest tropical wave is monitored carefully."

Dean, the manager of the West Marine store in Miami, told *Latitude* that at least 160 boats are now lying on the bottom of Biscayne Bay.

For consumers, the **GPS market** just keeps getting better and better. Panasonic recently entered the fray with a new handheld model, but better yet, prices are continuing to drop significantly. One of this month's advertisers is featuring the popular Garmin handheld GPS for just \$769 — the lowest advertised price we've seen to date. Other brands have also reduced prices or are about to. With a number of different brands available in pretty much the same price range, you'd do well to examine the features and styles of each prior to making a purchase. Do you want a handheld or permanently installed unit? Are the numbers easy to read? Is it user-friendly?

The one thing you don't want to do is leave home without one — as was proven once again during a staff trip last month. Several Latitudians sailed our Ericson 35 *Good Times* from Sausalito to Santa Barbara. When the *Wanderer* arrived in Santa Barbara to replace them for the hops to Ventura and Marina del Rey, he asked how well the navigation instruments had worked. He was told that the antique SatNav put them in the southern hemisphere, that the ancient Loran was periodically cycle-skipping, and that the three compass wouldn't stop bickering. The *Wanderer* knew the only sensible thing — given the prevailing fog and haze — was to buy a GPS for the boat. But ever the flinty one, he wouldn't part with the money. At least not until he and his 21-year-old Kiwi pick-up crew had sailed to Ventura in waning visibility and then gotten socked in by fog.

"This is complete bullshit!" the *Wanderer* fumed about the lack of a GPS. He then stomped off to a local chandlery and charged a handheld GPS to the company account. Visibility was down to a couple of hundred feet the next morning when the *Wanderer* and the Kiwi girl followed *Aurora* out the harbor at 0600. The *Wanderer* could care less, as palm-sized GPS not only told him exactly where they were, but their true course and speed over the bottom.

Francisco businessman, Mort Firstenfeld. The Dock, loosely modeled after Sam's boat-in restaurant in Tiburon, was opened by a crowd of 200 which included Ricardo Garcia Soto, state head of Tourism, Capt. Francisco Levin, head of La Paz Tourism, and Rocio, "the glamorous Señorita de Corona Beer". Open from 0800 until 1600 and for Monday Nite Football, The Dock's menu will feature American-style breakfasts and lunches as well as a soda fountain and full bar.

**Marina Palmira**, the most modern marina in La Paz, reports they also have slips available for the winter. In addition to berthing, they offer a fuel dock, pump-out station, cable TV, a pool and all kinds of other goodies. Although not as centrally-located at Marina de La Paz, Marina Palmira is several miles closer to the great anchorages of the nearby islands and is usually the site of the pre and post Sea of Cortez Race Week parties.

It's been a couple of years since we've been south of Puerto Vallarta, so we can't report first-hand on the new marinas at **Acapulco** and **Ixtapa**. Nonetheless, the cruisers who visited them at the end of last season report they were both first-class California-style affairs. While not all the facilities and services were ready at the time, Ixtapa at least was offering free berthing for folks to get acquainted. If you're one of the first cruisers south, we'd love to get a current

# CHANGES

Previously the Wanderer had only sailed on boats where the GPS had been mounted in the Nav Station, but he took a real shine to the handheld.

"With the GPS in one hand and the wheel in the other, I never worried about the compasses being off a little or the fact that the knotmeter seemed to have died. There was no reason to, as I was getting constantly updated readings on our true course and speed over the bottom. Not only is the GPS a great navigation device, I found playing with it to be a constant source of amusement — far superior to Game Boy. In fact, upon arrival in Marina del Rey, I climbed upon my bar stool and announced to God and the disinterested fellow patrons that I'd never sail anywhere again without a GPS."

If the Wanderer had an ounce of intelligence, he also could have punched in a waypoint for Marina del Rey. The GPS would then have told him the most efficient jibe and heading to his destination. In any event, like the Wanderer says, you shouldn't leave home without one.

Jim and Sue Corenman, veterans of all but one Pacific Cup race to Hawaii — and several post-race cruises to the Pacific Northwest — are about to depart Alameda



COURTESY HEART OF GOLD

*Sue Corenman, driving during this year's Pacific Cup, will soon be off cruising with her husband Jim aboard 'Heart of Gold'.*

on a multi-year cruise aboard **Heart of Gold**, their Concordia 50.

Hoping to avoid all close calls are members of the informally organized **Bluewater Cruising Association** of Vancouver, B.C. According to members Diane & Gordon Berezay of the Tayana **Ship of Dreams**, the following fellow members have already passed through the Bay Area: *Antares, Dumela, Tiera, Ossuna, Vahana, Sumitra, Kacheena, Suszza, Telitha, Anina, Palipha and Ibis*. You begin to wonder if the only people left in Vancouver are the immigrants from Hong Kong.

We leave you this month with the following inscription found on the bulkhead of **Precious Mettle**, an aluminum Brewer 45 that the Brinks family built over the last two years in LaConnor, Washington:

*"Houses are but badly built boats, so firmly aground that you cannot think of moving them. They are definitely inferior things belonging to the vegetable, not animal world, rooted and stationary, incapable of transition. The desire to build a house is the tired wish of a man content henceforward with a single anchorage. The desire to build a boat is the desire of youth, unwilling yet to accept the idea of a final resting place."*



Raiatea Carenage with Bora Bora in background - Henry Valin/Manager



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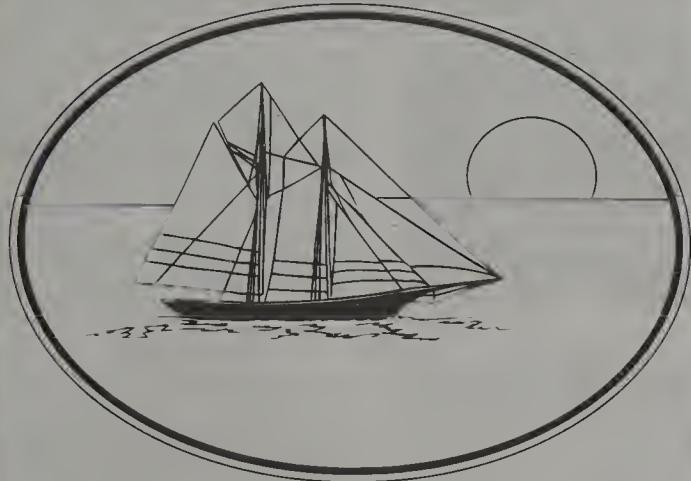
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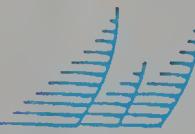
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**INTERNATIONAL 14**, Benedict 4. US 1029. Like  
new condition. Very fast. Carbon fiber bowsprit,  
Mylar sails, Trailer, New Cover. Win or lose, the  
boat is a blast to sail. \$4,500. Call Dave (408)  
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**EL TORO**, Complete with: Sail, rigging, rudder,  
centerboard, and 1.7 HP O.B. Sorry, no mast.  
\$300/offer. 332-6108 eves/wknd.



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**MONTGOMERY FIFTEEN**, 1991. As new, repeat,  
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**CAPRI 22**, 1987. Fin keel, complete sails including  
2 mains, and 2 jibs, and spinnaker. Very clean  
with all new teak. Dry sailed only. Includes trailer,  
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**ROBERTS T/S 24** mini cruiser, glass, sleeps 4,  
trailer, o/b, galley, with gimbaled stove, extra  
winches, DS, 3 anchors, 30 gal. water, porta potty,  
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**SANTANA 21**, fixed keel, 4 sails lifelines, compass,  
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Owner relocating. A fun Bay boat. We'll miss her.  
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**CAL 20**, trailer, 6 hp Evinrude, solar electric  
system & accessories. Great for lake or Bay  
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**SAN JUAN 24**, 1976. Needs some work, sale or  
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**MacGREGOR 23-FT** cutter 1982, swing keel, pop  
top cabin, sleeps 4, teak cockpit grate, 7.5 Honda,  
sails: main, 2 jibs, drifter. Galley w/Gimbal stove,  
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S/B now in slip. \$4200 (510) 724-5329.

**O'DAY 22**, trailer & 9.9 hp Johnson o/b (electric  
starter/charger). Great Delta cruiser. Shoal-draft  
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**24-FT SAN JUAN** w/trailer. Extra sails, marine  
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**23-FT CORONADO**. fixed keel, 5.0 hp Honda o/b.  
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**COLUMBIA 23**. Great Bay boat. Fixed keel, four  
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hitch for easy launching. \$3,000. Call Dennis,  
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**STONEHORSE 23-FT.** Crocker designed, full keel  
cutter, Edey & Dulf built 1977, Airex cored glass,  
low hours Universal diesel, fully equipped, Loran,  
VHF, 5 sails. Traditional looks. Excellent Bay and  
delta sailor. \$11,500. (510) 841-7379 (eves).

**COLUMBIA 22**. Boat has the uglies, but is sound  
and comes with an essentially unused set of  
Sutter sails. No o/b. Needs work but the price is  
right. \$675. Alan, (415) 424-1154, message (415)  
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**TWO COLUMBIA 22's**. 1 - good cond, new sails,  
full galley, 2 - fair cond., spinn + gear, int haly. Both  
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**J24, 1979.** Race Ready in excellent condition. 12  
bags including fresh 150, 100, and spinnaker, OB,  
trailer, many spare parts. Dry sailed from Brick-  
yard Cove. Balloon payment coming. Must sell  
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**14' FJ, 1974.** 2 Jibs, main, spinnaker, new trim, tilt  
trailer, hull gold/white, new bearings, new  
buddies. Looks and sails great. \$800 or b/o. Jim,  
(209) 521-5955.

**WINDROSE 22**. CheapMoss Landing berth, trailer,  
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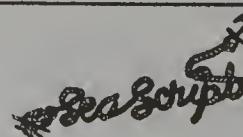
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**18-FT LAGUNA**, 1987. "Weekender Model", excellent condition, Great sail inventory and controls. All lines lead aft to cockpit. 5 HP Honda outboard. Trailer equipped with surge brakes and telescoping tongue. Many Extras. Better than new \$9,995. Call Dan (510) 828-0275.

**C & C 24**, 1979. New Honda 4 stroke, 8 HP outboard. Great Bay boat. Main and 2 jibs, VHF, compass, all needed safety gear. Good condition. Upwind Berkeley berth. \$5995. (510) 254-7770, before 9 pm.

**RANGER 24**, 1974. 150, 135, 115, Storm jibs. Main sail, spinnaker & gear, sink, 20 gals. fresh water, ice box, cabinets, porta potti, sleeps 4, battery, cabin lights, all lines lead aft. 6 HP Evinrude strong, fast boat, \$1,900. Must sell (209) 464-0613.

**PEARSON "HAWK" 16'4"**. Fiberglass: hull & deck. Aluminum mast & boom. Plywood: centerboard & rudder. Little Dude trailer. Many extras. Great day-sailer. Bay, Delta & Lake \$1,600.00 (408) 251-3249 (Leave message)

**J-24, 1980**. Performance, 1992 Suzuki 4HP o/b, new bottom paint, trailer, KM, DS, VHF. \$8,900. (707) 253-8711.

**24 FT. BLUENOSE**; hull #147. Built 1967 by McVay Yachts in Nova Scotia. Fixed keel; an exceptionally stable, fast, and beautiful boat. Classic hull designed by Wm. Roue. Trail-Rite dual-axle trailer. Located Crescent City, CA. \$7,000. (707) 458-3253 or (707) 465-0936.

**CORONADO 25'**. Sleeps 5, head, galley, dinette seats 4, compass, knotmeter, no sails or motor. Needs to be restored. Lot's of T.L.C. \$1,700. firm, Ask for Willis (707)421-8528.

**MERIT 23 WING KEEL** with trailer. Excellent condition. Only sailed 5 times. Always dry-docked. 3 sails, complete spinnaker gear, stow-away galley with sink, roomy v-berth & dinette. Great Bay or trailerable boat Like new. only \$5,900. or b/o. (510) 769-1628.

**CATALINA 22 W/TRAILER**, 1985. Swing keel, sails, w/many extras. Fresh water Tahoe boat that has been in storage for last two years. Excellent condition. \$6,900. (702) 588-6157.

**MONTGOMERY 17**, salty singlehander w/extendible trailer, Hawaii/Mexico/Bay capable, mainsail (two reefs), 150% reefable genoa on Harken furler, 110% jib, storm jib, 5 HP Seagull, custom tent, marine head w/tankage, stove, sink, anchors, jackets, etc. Beautiful! \$5,900. (415) 664-5210.

**LASER 1990**. Sailed one year. Top and Bottom covers, trailer, extra's. \$2,000. 388-9030.

**24' COLUMBIA CHALLENGER** 1963, full keel. Upgraded mast and boom. Inboard Palmer gas engine. Jib, 150% Genoa, teak grate, double reefed main, reefed at both points, VHF, icebox, stove, some safety equipment. '92 fees paid. \$3,000.00 (707) 429-9844.

**WEST WIGHT POTTER 19**, 1986. Orig. owner, ex.cond. All basics, custom rigging, twin forestay poles, Bomar forepeak/cockpit hatches, 4 sails/ double reef main, 13 gal water, custom icebox/ cabinets, '86 4 HP LS Suz, tilt trailer & spare, tilt rudder, \$5,500. (916) 284-6294.

**CHRYSLER 22'**, 1979. Swing keel, pop top, galley, 4 sails, 12 HP auxiliary/electric start, charge/inboard controls, VHF/CB, 3 months on bottom/barrier 1991, ready for lake/bay/delta. Excellent condition, trailer available. \$6,500. obo/trade, Jack (916) 487-1481.

**MERIT 22**, 1983 sloop, used exclusively at Lake Tahoe, trailer included. Trailers great, retractable keel, \$5,800. Call Reno, Nevada, (702) 852-6064 evenings.

## 25 TO 28 FEET

**CAL 2-27**, 1978. Superb condition. Roller furling with luff tape. Spinnaker with snuffer. All lines aft. Single line reefing. VHF, knot, depth. AM/FM cassette. New cushions. Aluminum gas tank. Two anchors. \$14,990. (707) 427-1901.

**28-FT PEARSON**, 1986. Assume 35kloan@\$500/mo. Nothing down. Excellent Bay cruiser w/Sausalito berth. Fully equipped, wheel steering, dsl, 3 sails, dodger, electronics (WS/AWI/KL/DS), stereo. Sleeps 6. H/C water and shower. Excellent condition. (415) 331-8366.

**CAL 2-27** in great condition and with Santa Cruz slip. Deep-six your foul-weather gear and buy your mate a new bikini. Sails to Capitola and draft-up for an overnight party. \$9500 gets the boat and realizes the fantasy. (415) 859-2659 (dys), (415) 851-7228 (eves).

**VENTURE 25**, 1979 w/trailer, 9.9 Johnson. 3 sails w/mast raising system, custom cockpit cushions, pop-top w/enclosure, radio, porta-potti, depth meter, many extras. Trailer has new surge brakes and tires. \$4,200. (510) 443-8915.

**COLUMBIA 26** Wonderful & cheap. Dry & safe. New main & rigging. Outboard, radio, stove, sink, sleeps 5, roomy, great Bay boat for family or learning. At South Beach Harbor, SF. Asking \$6,000. Larry (415) 282-1335-h, (510) 251-2888, x2108-w.

**SANTA CRUZ 27**. Bill Lee original, 1974. Never finished, never in water. Hull and deck in good shape, not joined. 32' Sparcraft tapered Aluminim mast. On dual axle trailer. Last original ultra light? \$3800 or b/o. (408) 427-1526.

**25-FT YAMAHA DIESEL MS** wheel steering, new dodger, new bot. paint, swim platform, 2 new bats, fathome, VHF, s/s tanks. All lines aft. Sleeps 5, trailerable. \$10,500 or b/o. (510) 657-9498. Ask for Ted.

**CAPRI 25**, 1981. Silver winner. Fresh water sailed. Slips 4, porta-potti, water system, anemometer, radio, compass, KM, more. North cruising, racing & drifter suits of sails. Sleek & clean. Surge brake trailer. Warranty. \$12,500. (702) 323-4336.

**SAN JUAN 7.7**, 1983. 25-ft sailboat with trailer, 3 sails. Good condition. \$9,500. (209) 794-2546.

**26-FT SEABIRD YAWL**, 1938. Full keel, Marconi rig. Main, jib, mizzen and genoa sails. Asking \$4,200. Call Felix (415) 255-4566.

**1985 MOORE 30**. Clean freshwater boat, sale or trade. Call (916) 583-9420.

**26-FT CHEOY LEE FRISCO FLYER**. Solid Bay sailer, teak hull, I.B. diesel, new sails. \$4,500 or b/o. Steve after 5 pm, (415) 584-0740.

**CORONADO 27**, 1971. Many extras included 9.8 Mer. o/b, VHF radio, full electronics, 3 sails, stove, sailcloth covers. Great boat, good condition. Must sell now. \$5,900. (415) 348-2229. Coyote Pt. berth.

**CUSTOM SINGLEHANDER 27-FT**, flush deck cutter, 1984. Fin keel with skeg hung rudder. Strong Airex core. Fiberglass hull. Meticulous construction. Offshore equipped, 4 sails, B & G, depth, VHF, solar, propane stove, windlass, chain. Recent diesel/max prop. (206) 293-4048. Reduced to \$20,000.

**CUSTOM WYLIE 28**, *Animal Farm*. Consistent MORA winner. Many recent improvements. Call Rod 388-2666 or Ciaran 697-7628.

**INTERNATIONAL FOLKBOAT 26-ft, f/g, full keel, epoxy & AFBP 12/91**. HD offshore rig, all lines aft, 8 sails, 6 winches. Interior needs cosmetic. Call for more details. \$7,500 or b/o. (707) 644-2474.

**SANTA CRUZ 27**. National Champ. '90 & '91. Excellent Sobstad sail inventory. KM, DS, Sailcomp, VHF, Evinrude 4 hp, trailer, epoxy racing bottom, lots of Harken gear (traveller, winches, etc.) Very clean, good looking boat. \$13,900. Call (415) 877-0801.

**ERICSON 27**, 1973. Clean, well maintained. Atomic 4. Roller furling jib, self-tailing winches. Lines lead aft. Autohelm, VHF, DS, dual batteries. Sleeps 5, galley, head with holding tank, water tank. Jack London berth. \$9,700. (510) 530-3645.

**MARIEHOLM 26-FT** International Folkboat, full-keel, dark blue fiberglass, 4 berths, 2 cabins. Evinrude 7.5 hp, Pineapple main: 100%, 135% jibs, gennaker; dodger, 2 Danforths, new head, K/T/DS, new VHF, new battery, bottom paint 2/92. 2nd Prettiest Boat Classic Contours D'Elegance 1992. \$7,995. (415) 381-1519.

**CATALINA 27** Hull: o/b, 9.9 Evinrude with electric start and remote control; 4 sails (two working jibs, a 150, and a main); new bottom paint; boat in good shape except for minor top side damage from demasting. \$3,000. (415) 325-1972.

**STAYSAIL RIGGED SLOOP** *Experiencia* (see *Latitude 38*, Dec '91) ill-health forces sacrifice sale of this high quality modification of a Santana 27. New 9.9 electric start o/b, KM, depth, two-year old polyurethane repaint, many extras. \$14,000. (415) 593-4371.

**CAL 2-27**, 1978. Atomic 4, KM, DS. VHF, Voyager Loran, North sails, new bottom paint, self-furling jib, Half Moon Bay berth. \$15,000. (415) 726-1448.

**25 FEET-AND THEN SOME**. 32-foot Clipper Marine fiberglass sloop. Large center cockpit, wheel steering, shoal draft, ground tackle. Standing headroom, aft cabin, sleeps six, shore power, h/c pressure water, enclosed head. \$8,400. Charles, W(415) 599-3013 H(415) 225-0345. At Oyster cove.

**YANKEE 26 S.S.** design (same as 30) Hand laid F/G no blisters. All new: bottom paint, life-lines, running rigging, lines aft, radio, Loran, cushions. Sails: 4 jibs, spinnaker and gear. Step mast, encl. head. Liveaboard race/cruise. \$8,000 b/o. (510) 528-4216.

**1988 NOR'SEA 27**. Ctr cockpit, aft-cabin, 3 axle trailer, radar, Loran, AP, monitor, 4 Tanbark sails, dodger & cover. \$67,500 (702) 849-1818.

**WILDERNESS 25 F/G**. Sloop-fast-sexy, int. unfinished. 6 HP Evinrude long shaft. 5 sails, recent bottom & hull paint. \$3,850. orb/o. D: (415) 332-5560 or 331-3844.

**ERICSON 27**, 1977. Atomic 4, wheel steering, main & 2 jibs, 2-speed Barients, depthsounder, VHF, full headroom, sleeps 5, cockpit cushions, Delta awning, a good all-purpose cruiser/racer. Berthed in San Rafael. \$13,000. (415) 388-2292.

**NEWPORT 27**, 1970. Excellent condition. Atomic 4, epoxy bottom, new dodger, VHF, KM, DS, two speed winches. Cockpit cushions, dual batteries, sails 5 years old, a great stiff bay boat, never raced. \$12,000. or b/o. (510) 829-7365.

**SANTA CRUZ 27**. Fresh Kevlar sails. New mast and rigging. Epoxy bottom. Trailer. Winning race record. Dry sailed. \$11,000. Call (415) 366-0305.

**26' CHEOY LEE**, 1964. *FRISCO FLYER*. F/G hull, teak decks, very clean interior, sink, stove (2 burn ach), 25 gal H2O tank, head, new cushions, new mast, good rig, very recent bottom job w/ pictures, Volvo Penta MD.1 diesel. Beautiful carvings inside. Great Bay/offshore boat. \$8,300. o/b/o. (510) 208-3464, leave message.

**NEWPORT 28 MKII**, 1981. Universal diesel, VHF, Signet 1000 depth/speed/log, Navik autopilot, 110 shorepower, tiller steering, cockpit cushions and shade cloth awnings, deluxe teak interior. \$14,000. Ron, Evenings (916) 481-0982.

**CATALINA 25**, 1982. Fresh water sailed at Lake Tahoe. Exc. cond. Must sell. Delivery to Bay area possible. Lots of goodies. Sail away complete. \$5,900. Make offer. Call for more details. (916) 541-2235.

**LANCER 25**, 1975. Like new. Sail, radio, motor and more. \$7,500. (510) 372-0399.

**ALBIN CUMULUS 28**, 1982. (Aux. sloop), LOA: 28feet, beam: 9.25 feet, Displ.: 7,100 lbs. Ballast: 2,800 lbs. Draft: 4feet. 12 HP Yanmar, 110 & 85% jibs, no blisters at last haulout (18 mo.) \$16,500. (510) 215-2340.

**CAL 2-27**, 1978. Atomic 4, KM, DS. VHF, Voyager Loran, North sails, new bottom paint, self-furling jib, Half Moon Bay berth. \$15,000. (415) 726-1448.

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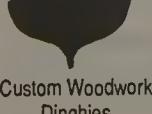
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**BRISTOL** 27, Alberg. Full keel. Radio, depth, Loran, pilot, solar panels, standing and running rigging, canvas bilge pump, all new Feb. 92!! 3 Anchors, chain & rode 500'. 4 jibs, heavy main, spinnaker, all lines aft for singlehanding. 8 HP outboard. \$9,500. B/O (510) 528-4216.

**25 FT. TRAILRITE** trailer for a fixed keel sailboat. Tandem axle, surge brakes, great condition, \$1,450./offer. (510) 297-4558

**RANGER** 26, 1969. Good condition. New rigging, 90% jib, 130% genoa. 7.5 HP outboard, compass, VHF, stove, enclosed head, safety equip, good upholstery. Coyote Point Slip. \$5,000. Firm. (408) 578-2067.

**CATALINA** 25, 1984. Swing keel, pop-top, 2 batteries, solar charger, 110 and main, DF, VHF, stereo, 2 anchors, epoxy bottom, 7.5 Honda, all safety gear, tandem axle trailer. \$11,500. Call Mike (916) 622-7130 ext. 277 days or call (916) 333-1799 eves.

**NORDIC FOLKBOAT #46.** Structurally very sound, no sistered ribs, never raced. Excellent sails & cover. Motor mount, no outboard, Barent winches, needs interior accommodations. Vallejo Municipal Marina Berth G34. \$3,500. (707) 426-6016.

**CUSTOM WYLIE** 28, *Animal Farm*. MORA Season Champion again. Many recent improvements. Call Rod 388-2666 or Claran 697-7628.

**27 FT.** beautiful Honduras mahogany sloop. Sink, icebox, compass, DS, ground tackle, 9.9 O.B. in excellent cond. Sleeps 4. Sailed weekly for last 3 years. Must sacrifice. \$3,200.00 or B.O. (707) 253-7579.

**NORDIC FOLKBOAT Shanty.** A classic beauty, professionally stripped, varnished and deck painted 1991. 3 mains, 2 jibs, 3 HP Seagull, Racer, daysailer, liveaboard (we did). Berthed S.R., owners in Colorado. \$4,500. Call Mark Dutton (303) 444-5747.

**CORONADO 27-FT, 1971.** Good Bay/Delta boat. Sleeps 5, club jib, 10 HP Honda o/b. Epoxy bottom 4-91. Good starter boat. Prime Delta location. \$7,000. b/o. (209) 931-5872.

**STEPHENS** 26, 1949. Lovely wooden sloop designed & built for S.F. Bay. Sturdy & pretty as she is, with minimal cosmetic work will be a knockout. Ready to sail. Redwood City. \$1,950. 6HP Johnson available. Call David (415) 948-8482, (415) 948-8453.

**SUN YACHT** 27. Fully battened North main, roller furling, Harken traveler, 2 sets of winches (2 speed, all chrome, self tailing), all lines lead aft, wheel, VHF, knot, depth, Yanmar diesel, new standing rigging, new batteries, \$15,000. Call (707) 838-6964.

**PISTACHIO ISLANDER** 27 - trade? Rigged to singlehand, full batten main, club jib, 3 jibs, 2 spinnakers, 1990 25 HP outboard, VHF, DS, knot meter, autopilot, needs no work. Very stiff/great sailing. All trades considered--especially trade up \$9,500. (408) 435-6769 message.

**28' WOOD SLOOP.** Double ender, diesel S.F. berth, 50 gal. alum. & ss tanks. All teak trim & deck, teak & holly sole, CQR with winch, 200-ft. chain, Barent, ab refer, Ritchie, Signet needs finish work. \$11,900. (707) 829-0320.

**MacGREGOR** 25, 1984. Exc. condition. Totally equipped w/trailer and 7.5 HP o/b. Perfect for Bay cruising or trailering to your favorite lake. Lots of extras for comfort and convenience. Must see to appreciate! \$5,000. firm. (415) 331-5226.

**CHEOY LEE FRISCO FLYER** 26' sloop, 1964 fiberglass hull, teak cabin, decks and trim. Volvo diesel, depth, VHF, 4 sails. Beautiful and original carved teak interior, galley w/sink and stove. Mexico veteran. Excellent pocket cruiser, clean throughout. \$9,500.00 332-9231.

**28' NEWPORT**, 1975. Beautiful boat. Transferred, must sell immediately. \$10,000 or b/o. (714) 489-0244.

**ERICSON** 26, 1969. New bottom paint & new oversize rigging this year. 10 HP Chrysler electric start outboard & VHF radio. Great Bay boat, solidly built. Recent survey valuation \$8,700. Quick sale price \$6,900. (916) 721-4888.

**THUNDERBIRD** 26. Production boat: Philippine Boat Works hull #2. F/G and mahogany plywood. Spruce mast, new rigging. Beautiful below. Repainted mast, cabin top, topsides. 7.5 HP Johnson long shaft. Asking \$2,750 or may trade for O'Day daysailer. Charlie (805) 489-7551.

**MacGREGOR** 25, 1984, with 1990 Johnson outboard and trailer. Exceptional condition throughout. Four sails including spinnaker, Lewmar winches, all lines lead aft, nice interior, lots of gear. Money trouble forces us sale - only \$4,500. (415) 927-4565.

**26 FT. PEARSON** - Weekender, main + 2 jibs, DS, VHF, compass, 7.5 Honda o/b, sleeps 4, head, good Bay boat, time to move up!!! \$7,800. Arthur (408) 246-6245 days.

**CAL** 27, 1972. New mast, boom and rigging. Pineapple main and jib. New gennaker. Sleeps 5, stove, new seat covers, Evinrude outboard, VHF, 2 anchors, pop-top, head. Fantastic Bay boat. Berkeley upwind slip. \$7,800. or b/o. Call (510) 548-8350.

**28-FT TRITON #248.** Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard, liveaboard headroom w/4 berths. Myron Spaulding (415) 332-3721.

## 29 TO 31 FEET

**RAWSON** 30, 64. 900 hours on Volvo dsl, new main sail, VHF, DS, Autohelm, many improvements. Great cruiser. \$15,000. (415) 873-3431-3203, ask for Lee.

**RANGER** 29, 1971. New mast, rigging & Harken furling, diesel KM, DS, VHS, WS, WD, 2 spinakers, new 120 & 90 sails, stereo, 3 burner/oven, many upgrades. \$16,500. B/O. Days, Bob (209) 526-1240 or evenings, Jim (209) 521-5955.

**CAL 2-29**, 1974. Great sailing boat, good condition, wheel steering, new depth and knot meters, VHF, stereo, recent interior, 3 sails, new 15 hp elec start outboard, 2 new batteries, pressure water. \$15,000. or best offer. (510) 487-8155.

**KNARR**, 30' 4". Made in Denmark. All original, very good condition, including canvas sails. Classic wooden racing boat. Sail #108 with custom-built cradle, on wheels. Like-new Honda outboard motor; custom rear mount. \$10,000. or best offer. (408) 356-1077.

**OLSON** 29. If you like to go fast and win races, this boat's for you! Excellent condition. Signet KM & DS, Honda OB, Loran-C, Lewmar winches, Harken traveler, Ballenger two spreader mast, North sails. (209) 478-4771 eves.

**ISLANDER** 30, 1984. Excellent condition, roller furling jib, cruising chute, Yanmar diesel, extensive teak interior, many accessories. Original owner. Sausalito berth. \$29,500. (510) 820-6569 (eves)

**SANTANA** 30/30, 1983. 30' *Dementia*. Unbeatable nowhere-lower basement price, Nelson/Marek design, great condition. Compare with Olson 911. Rates 126, standing headroom, great teak interior, rod rigging, diesel, Martec prop, wide decks, instruments, Loran. Berthed Emeryville, \$22,000. Spec sheet, (209) 369-1404. 38

**CATALINA** 30, 1981. Universal diesel, auto pilot, VHF, pressure water, am/fm cassette, storm-110-130-150 jib sails, dodger, lazy jacks, DF, wheel steering berthed at Port Sonoma, Immaculate condition. \$28,500. (707) 576-2683.

**LANCER** 30. New standing rigging and Harken traveller. KM, DS, Loran, Harken Roller furler, 2 years old. 15 HP Yanmar diesel. New canvas. Recently hauled (9/92) \$28,000 obo. Also for sale: New Loran, brass lamps, prism deck lights. Call (510) 524-8504.

**30-FT, 1960** sloop heavy duty trailer. Boat has been refastened. Outside has to be painted, paint incl. Has good sails and spinnaker, VHF, depth, and lots of goodies. Stainless tanks, 27 HP Palmer Marine. \$8,000. Call Hank. (916) 846-2628.

**DANISH 30-FT SLOOP** 1966. Epoxy hull Airex sandwich deck, new diesel, rebuilt or replaced everything onboard. Inventory list over \$20,000. Circumnavigated and she is ready to cruise now. Old style quality world class cruiser. \$39,500. (619) 491-0833.

**CATALINA** 30, 1976. Good condition, 110, 150, spinnaker, poles, 6 oversize Barent winches, furler, split backstay, pressure H2O. Shorepower, refrigeration, stereo, CNG stove/oven, double sink, deluxe teak interior, 2 batteries w/charger, Atomic 4. Absolutely loaded. Move forces sale. \$18,900 (602) 460-0836.

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**CATALINA** 30 (1989 boat show). \$18,000 of upgrades including: winged keel. Universal 21 hp diesel, pedestal steering, dodger, anchor windlass, Halon system, 12 volt refrigeration, propane stove, H & C pressure water, 135 furling genoa, VHF radio, Signet instrument package. \$42,000. Call (916) 372-4411.

**CRUISE READY CHEOY LEE**, Bermuda 30 ketch monitor vane loran VHF, 5 new Hogin sails, new rigging. Volvo Penta diesel. (510) 523-6730. Ask for Dave.

**30-FT BAYLINER BUCCANEER** sloop, 1979. Moving to Germany, must sell ASAP. High book \$23k, low book \$20k. Asking \$19,000 or b/o. Fully equipped, many extras, everything works. Full keel, only 4' draft, excellent Delta sailing/liveaboard. Rick Testa, (916) 927-2461, (916) 966-8943.

**1992 CATALINA 30** for the gentleman sailor. It has all the goodies. Roller furling main and jib. Wing keel. Open transom. Electric anchor winch. AC/DC refrigeration. Dodger and Bimini. Wheel steering and Auto Helm 4000. Hot and cold water. VHF, complete instrument package. Stainless steel propane stove, double sink. Custom teak hinged hatch doors. Universal 30 diesel, freshwater cooled. Lots of extras. You can't duplicate this good-as-new Catalina for \$54,500 anywhere. Dennis/Ed (707) 647-3806.

**CAL** 30, 1966. Classic full keel fiberglass sloop. Main, jib, genoa, 8 hp Evinrude, mast steps, ground tackle, safety gear & inflatable. Coyote Pt. berth, \$14,500. Call (415) 726-3342.

**2041 Taylor st. S.F.** 28-FT TRITON #248. Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard, liveaboard headroom w/4 berths. Myron Spaulding (415) 332-3721.



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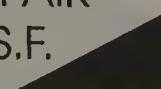
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**CATALINA 30**, 1976. VHF, knotmeter, depth, log, wind speed/point. Autohelm, 6 sails, Atomic 4, folding prop. Refrigeration, adjustable backstay, spreader lights, shower. Documented. All tackle and gear included. Priced to sell at \$15,000. (415) 365-5353.

**CATALINA 30**, 1978. Pedestal steering, custom traveler. Spinnaker and rigging. Autohelm auto pilot, wind point and compass. New sail cover, new depth sounder and knot log, roller furling jib 110% & 150%. Owner desperate to sell. All offers considered. \$22,000. (805) 756-3817.

**CONTEST 30**. Built in Holland, 1969. Volvo MDII diesel, LPU (blue) topsides, mahogany and teak interior trim with heater DS, VHF, stereo, sleeps 6. Asking \$14,950. No reasonable offer refused. Call Dick or Steve Marsh. 383-0456.

**OLSON 30-FT MODIFIED**. Boat comes with large list of extras. It has been lengthened 3'. Two rudders, one custom, new boom, new main, new jibs, 1 new spinnaker. Loran, windvane, new cushions, new Lewmar hatches, new Harken winches, and more. This boat must be sold. No reasonable offer refused. Asking \$18,300 or trade for whatever. Please call (510) 522-3496 and leave message for Carl Nelson.

**1980 ISLANDER BAHAMA**, 30-ft. diesel, Autohelm, hour meter, Loran, gennaker, wheel steering, all teak, interior, hauled & bottom paint 4/92. \$29,000. obo. Owner help finance. Free lessons. (408) 246-8131 or 241-0192.

**29 FT. DEVRIES-LENTCH** classic. Gaff-rigged sloop, built in Amsterdam in 1932. Full keel, teak planks over oak frames, teak deck, mahogany brightwork, wood mast and spars. 6 HP Evinrude outboard, mainsail cover, and full boat cover. \$7,500. Call (510) 655-2705.

**RANGER 29**, 1974. Very clean. July haulout. Atomic 4, KM, VHS, DS, good sail inventory. Must sell. \$16,500. b/o. (510) 490-3288.

**CATALINA 30**, 1984. 110, 150, spinnaker, dodger, loran, DS, WS, KM, lots more, looks new. (707) 552-4307. At 5. \$30,000. b/o.

**NONSUCH 30' ULTRA**, 1984, immaculate vessel, ultimate single handler, a liveaboard's dream. \$80,000. (415) 467-6645.

**ISLANDER 30 BAHAMA**, 1979. Volvo diesel, VHF, fathometer, KM, wheel, stove, stereo, 2 anchors, complete safety gear, dodger, 5 sails, BBQ, h/c water, cockpit cushions. Fast, stable coastal and Bay cruiser. Sausalito berth. Asking \$24,950. Stan (916) 924-7380.

**COLUMBIA 29 MK II**, '69 S & S design. 19 hours on Atomic 4. Double forestay w/club foot jib. 5 sails cruise ready. x-cond. \$12,500. - Anytime (510) 769-8350.

**83 HUNTER 31**, Excellent cond. Yanmar diesel, good sail inventory VHF, RDF, updated windspeed & depth sounder. Compass, two anchors. great for Bay and Coastal cruising. Asking \$31,000. (707) 823-9669.

**CATALINA 30**, 1976. Diesel, 6 sails, self tailing winches, VHF, depth, knot, \$17,500. (408) 266-2533.

## 32 TO 39 FEET

**TARTAN 34'**, 1974. Beautiful Sparkman & Stephens design. New 30 HP diesel and trans. New prop shaft and bottom. Very well maintained. Replacement valve 60k. Must sell. \$30,000. obo. San Diego. Richard (619) 586-0555 or (619) 424-7398.

**THIS MASON 33' Oceania** is beautifully built and well maintained throughout. Built in Maryland in 1968 by Jim Richardson. Cedar on oak. Bright and open down below with 6'6" headroom. Call (707) 374-5555. Price lower than most recent survey.

**1989 CATALINA 34 Amdromeda**, better than new, professionally maintained, only 135 hours on engine, Martec folding prop, Harken furling with split drum, Sobstad Genesis 110% (3/92), Marion 155% (7/92), Sobstad 3/4 oz spinnaker (8/91), Larsen full-batten main (3/91), WS, WD, depth, speed, log VHF, stereo cd, three double berths + single, hot & cold pressure water, shower, LPG stove & oven, wired for dock phone & cable TV. Call for complete equipment list & picture (510) 284-1485. \$65,000.

**39' LANDFALL**. Pilothouse cutter F/G, fk cruiser/liveaboard, 4 cabins. Beautiful teak interior, new Perkins 4-107, inside steering, refrigeration, H+C water, stove, loran, radio, & more. 150 G water, 1000 + mile range w/power alone. Priced to sell. \$39,500. (415) 332-7831.

**ISLANDER FREEPORT 36**, 1978. Perkins 50 HP, head-forward style B, windlass w/all chain, AP, loran plotter, Datamarine Link 5000, Heart inverter, radar, roller furling genoa, CNG, microwave, new canvas, 100 gal. water, 70 gal. fuel, 35 gal holding. \$68,500. (408) 655-1479. Monterey.

**ISLANDER 36**, 1972. 45 HP diesel, 4 sails, good condition, quick sale price... only \$29,500. (510) 865-7786 (eves. or lv. msg) 683-4215 wkdays, Jeff.

**COLUMBIA 9.6 SLOOP**. 32-ft., sleeps 6, 6-ft headroom, teak interior, double reef main, jibs: 110/130/150, diesel, VHF, compass, DS, pressure water, electric/manual bilge pump, shore power, full galley, new epoxy bottom. Urgent. \$20,000. (916) 823-0190.

**HUNTER LEGEND 35.5**, 1990. \$74,500. Excellent condition for sailing the Bay or ocean. Has furling jib, spinnaker, dodger, fathometer, knot meter, wind indicator, stereo, VHF, Loran, SSB antenna, extra bilge pumps, 2 anchors, 6 winches, Yanmar 27 hp diesel, water heater, pressure water, head with shower, CNG stove, new bottom paint 1992, possible live aboard, berthed at Brickyard Cove Marina slip E-18. Call (916) 422-7476 (hm), or (916) 653-0437 (wk).

**DOWNEASTER 32**, 1979 CUTTER-rigged sloop. Great cruiser/liveaboard. Sleeps 6. Clean, well maintained. Dodger, spray-curtains, canvas covers new 2/92. Diesel, wheel steering, roller furling, VHF, Loran, DS, charger, h/c pressure water, propane, head w/shower. \$48,950. Call (805) 644-7032.

**SANTANA 35** in good condition. Mylar and Dacron headsails, two mains, three chutes. Large Nav center, graphics, new bottom. Limited racing background. Enjoy fast, fun, colorful racer/cruiser. Includes lease with option purchase. Asking \$30,000 or make offer. Les (707) 938-3446 (h).

**39 SAMSON DESIGN C-FARER**. Professionally built double-ended ferro-cement ketch. Well equipped ocean cruiser, spacious liveaboard. Excellent condition, liveaboard slip in Alameda at \$225 monthly. Part trade for? A real bargain at \$29,000. Must see. (510) 523-9423.

**CAL 34 III**, 1978 like new cond., everything has been upgraded or replaced, mast, boom, all standing & running rigging and sail covers, dodger, Harken roller furler, full batten main, new shaft-bearings, Autohelm, DS, KM, WS, VHF, stereo, bottom (7-92), refer., 10' dinghy, 8 hp o/b, many extras, must see. \$39,500 firm. It's worth it. (415) 435-1602.

**ARIES 32**, one of three wooden hulls ever built. Excellent cond. SS fastened, Volvo MD2, Hillerange, DS, VHF, Loran, bottom job 7/92. Monitor vane, lots of sails, great Bay boat. (415) 883-2367. \$22,000/offer.

**PRETORIAN 35**, 1983. Henri Wauquez French Swan. Perfect cruiser/racer. Furuno radar, Loran, VHF, stereo, Volvo 2003 (28 hp), AB refrig, Autohelm, Automac, dodger, h/c pressure, Hi Seas heater, 4 headsails, much more. \$69,500. (510) 530-9192 (eves).

**33 NEWPORT**. Everything goes. Partial list includes barrier coat, new bottom paint, dodger, Profurl w/3 sails, tri-spin, Microlitic Loran, refrigeration, inflatable, CNG, H/C pressure water, Autohelm, 2 anchors, microwave. Exceptionally well maintained. Marina Bay E 314. By owner (916) 481-9290, lv msg.

**COLUMBIA 36**. New upholstery, dodger tiller, shower, windvane DS, KM, WS, refer. Many sails. Mexico vet. \$29,000 or b.o. (415) 365-9475.

**CAL 39-2** 1978. Excellent condition and lots of equipment. Perkins 4-108 diesel, Harken furling, 6 sails, spinnaker, Alpha AP, Loran, Signet knot/ log, WP/WS, DS, propane stove & heater, fridge, folding & 3 blade props, dodger, good ground tackle. Take her cruising to warmer climes, now. Realistically priced for quick sale, as is, where is at \$60,000 firm. (510) 490-3011.

**WESTSAIL 32**. Rebuilt Perkins engine. New rigging, new sails (2), dodger, Monitor wind vane, VHF, DS, KM, compass. Everything mostly new. Interior rough, needs finish work. \$45,000. Call (415) 331-2108.

**TAYANA 37**. World cruising capable or great luxurious floating home. Looking for new family to take me places and give me TLC. Extensive equipment with upgrades. \$67,500. Call Cindy (415) 578-9244 (eves).

**C & C 35 III**, 1983, Mesmerize. 1987 Season Champ. 12 bags of sails (all North). Loads of racing equip., all teak interior, Loran stereo cassette, epoxy-micron bottom, folding prop. \$60,000. b/o. (510) 462-1371 (h), (510) 828-4041 (w).

**HINCKLEY 38**. Sloop. Superb condition major refit 1992 new Awlgrip, extensive equipment list including Loran, autopilot, 6 man Zodiac, O.B., 6 man Seajay raft in cannister. Large sail inventory, etc. \$110,000. (415) 347-6934.

**CAL 34**. Sloop, very clean and in excellent condition inside & out. New Harken roller furling, stainless steel wheel helm, Atomic 4 gas engine, refrigerator, stove/oven, several sails, sleeps 6. \$20,000. (707) 279-0170, (707) 279-0173.

**37-FT SEASHELL KETCH**, 1979. Factory built in Canada. Bluewater veteran. Electronics, 6-man Beaufort liferaft. Farryman diesel, roller furling, CQR anchors, separate shower, etc. etc. etc. An exceptionally beautiful boat in and out. See to appreciate. \$29,000. Call (415) 873-2009, (805) 773-3256.

**CRUISER/LIVEABOARD 33' Spray**. Steel hull, diesel, full electronics, dinghy, cruise vet, 1992 bottom job, perfect liveaboard, safe, comfortable dependable, great cond. (415) 369-6874. Jim.

**CATALINA 34**, '89. Great bay boat, sails like a dream with all the following: Sobstad sails, Harken traveler system, quick vang, Awlgrip two coats Apr 92, electric windlass, Microlitic Loran, Martec prop and refrigeration. John Billmeyer (408) 353-8152 or 353-3393.

**YAMAHA 33**, 1978. Excellent condition. Well-engineered for strength, sailing ability, lots of cabin space. Three burner NG stove w/SS range. Large double sink. Pressure water. Diesel engine. Full instruments. Loran, 3 jibs. \$36,000. (510) 245-9506.

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**VALIANTI VALIANTI VALIANTI** This epoxy bottomed 32 is in superb condition and is going to be hard to part with. She's still our pride and joy. Serious principals only and no negotiation at \$38,000. (415) 325-1038.

**32-FT 1976 CLIPPER MARINE sloop.** Center cockpit, wheel steering, Ig compass. Standing headroom, slps six, aft cabin, shore power, h/c pressure water, VHF, stereo. At Oyster Cove. \$8,400. Charles: W(415) 599-3013, H(415) 225-0345.

**J/35 WANTED.** Have cash ready for a good boat priced below the market value. Call (503) 240-0112 for a quick answer.

**5-DAY MEDICAL COURSE,** with 1,000 medicine chest included when you buy this 36-ft sailboat. Similar to the Petersen 44, this mini-Explorer was made by C & L in 1980. Fiberglass & teak, it is set for cruising with 35 HP Volvo diesel. S.S. & ham radio, loran, radar AP, DS etc. Strong rigging including Harken roller furling, 25# Danforth, 45# CQR. New aqua dodger & main cover. This vessel has been loved for 11 yrs. By present owner. \$55,000. Dickie & Gail Hill (707) 745-3786 or 3785.

**ARIES 32,** 1980 sloop rig double ender, 5 sails VHF, depthsounder, cabin heater, stove w/oven, Pram Westerbeke diesel, new exhaust system new bottom paint 9/12. \$29,000. E:(415)343-6738.

**COLUMBIA 36.** Rebuilt engine, h/c pressure water, refreg., new Harken furl, new main & mast, new covers & side panels, new lifelines w/net, VHF, wheel, shore & phone power, knot, depth, stereo, 10.2 inflatable w/9.9 Mariner (new). \$33,500. New bottom paint. (408) 265-1100.

**1980 SANTANA 35** - Not raced since 85. All one design gear plus SSB and Sat-Nav. Super clean. \$35,000. obo. (415) 331-6035.

**36' RHODES CUTTER.** Canoe stern, doghouse, tiller steering. Douglas fir over oak. Monel fastened, roller furling, re-outfit 1991-1992. Regal galley stove. Liveaboard slip in San Diego. Class winner 1992 Yesteryear Regatta, beautiful and fast! \$28,000. o.b.o. (cash only) (619) 224-0671.

**VANDE STADT 34,** design #391. Steel, launched 11-88. Interior 85%+ completed, Yanmar 2GM20F, Signet DS, KN, WS, Lewmar ports, hatches, winches, Isomat mast/boom, 4 new sails, wheel steering, teak cockpit. Needs light interior work. Evenings only 7-9 pm, \$48,000. (415) 309-9045.

**ISLANDER 36.** Island Girl. New Pathfinder 50 diesel '81. \$20k major retrofit '87, LP hull, Awlgrip deck, Harken furling, Quikvng, Groco K head, Navtec backstay, new rigging, Data Marine Instrs. Loran, Icom VHF. 3 headsails, main, spinnaker. CNG oven, H/C water, removable dodger, inflatable + 4 HP ob. Much equipment. Owner (415) 928-1533. Located Alameda Yacht Sales (415) 928-2069.

**PEARSON 32-FT. 10M 1975.** Atomic 4, ready to race or cruise, excellent condition, 11 winches, full instruments, lotsa sails, former HDA Season Champ and an IMS Season 3rd. New bottom paint. \$29,900. obo. (415) 345-8619.

**MEXICO EARLY? STEEL 37-FT V. de Stadt,** rebuild from bare hull 1985/89, cruising equipment piled on through 91. Hauled for hurricane season in Puerto Vallarta. \$55,000, (or \$45,000 less some equipment). Save tax, paint bottom, go (415) 968-6464 for write-up.

**'85 CATALINA 36,** excel. cond. Dodger, spray curtains, rollerfurling, Adler-Barbourrele, charger, h/c pressure water, upgraded CNG oven/stove, Force 10, DS, KM/LOG, epoxy barrier bottom. Excel. cruiser/liveaboard. Will consider trade/larger boat. \$66,500. (510) 523-7770.

**TARTANTEN 33** sloop PHRF 126. Well equipped, excellent condition. A steal at \$12,000. obo. (415) 552-6246.

**TARTAN 34, 1974.** Like new, quality, spacious, fastyaw, diesel w/low hours, overhaul, lots more. Health reasons. Reduced, \$32,000. (408) 726-2829.

**'87 CATALINA 36.** Prime condition and fully equipped. Electronics include loran, radar, VHF, autopilot, depth sounder, knotmeter. Live-a-board basics include stove with oven, refrigerator/freezer, hot shower, head. By appointment only. \$69,500. (415) 365-3253.

**APHRODITE 101.** Elegant small yacht, Danish built, designed by Paul Elvstrom. Sails beautiful, great singlehander, much nicer than J/24, but save \$40k. Diesel, autopilot, Loran, solar panel, 8 sails. \$24,000. I've moved to Idaho. Paul (208) 622-7358.

## 40 TO 50 FEET

**PETERSON 44, 1976.** Perkins 60hp, radar, Monitor vane & autopilot, VHF, Ham, dink w/outboard, many cruising spares & extras. Just back from Tahiti. In Hawaii, ready to go again. \$89,000. (604) 765-8532.

**1985 NAUTICAT 44.** Excellent condition. Just completed 3 1/2 year circumnavigation. Loaded and ready to go again. Equipment too extensive to list. Recent survey March, 1992. In Portland, Oregon. Will deliver anywhere on West Coast. Asking \$215,000. Call for details, (206) 253-6397.

**STEEL, BRUCE ROBERTS 43'.** Motorsailer Pilothouse, aft cabin, 130 HP Volvo turbo diesel, Borg-Warner. 300' 3/8 chain, anchors, dinghy, misc gear, great liveaboard. Rig incomplete, needs work. Anchored in Sacramento. Possible trade for smaller sailboat. \$28,000 or b.o. (916) 622-8169.

**41-FT CHEOY LEE OFFSHORE KETCH.** Richards design, 1977. Customized for round the world cruising: solar panels, davits, Ham radio, SatNav, Achilles, generator, outboard, EPIRB, charting Loran, Givens, refrigeration, CNG/LPG, 125 water, inner forestay and running backstays, tools, spares, entertainment, hot water, Perkins 4-108, extensive ground tackle. Looks great and sails beautifully. Current survey. Sell \$75,000. (805) 658-7703.

**44-FT NORDIC, 1981.** Quality fast cruiser, Westerbeke dsl, Harken roller furling, 8 sails, 4.2 kw dsl genset, watermaker, heating/a.c., cold plate refrigeration, weatherfax, Loran, stereo, television, SSB, radar, windvane, AP, Briggs and Gatehouse instruments. Will trade for Pacific Northwest property. \$135,000. (503) 265-2852.

**40-FT VALIANT PILOTHOUSE.** 1980 by Uniflite. Much better than new. One owner, professionally maintained. Outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - make this one of the finest cruisers in the NW. Call for picture & specs. Asking \$175,000. (408) 371-0180 or (206) 564-1221.

**BIDS WANTED.** Partially built wooden ketch. 50-ft LOA, 42-ft LWL with 14' beam. Displaces 28 tons, 14k lbs outside ballast, draws 7.5'. Lumber-Bali, yellow cedar, Douglas fir, ishpingo, Honduras mahogany. Fastenings-galvanized. Designer-Urry Bras, Builder-N. W. School of Wooden Boatbuilding. Stored-Port Townsend, WA. New engine, extras. Information call (715) 868-5961. After Nov 1st, (407) 286-7392.

**CATALINA 42 FT.** Save \$29,000. Buy my 3 yr. old boat (1989) for \$105,000. vs. \$134,000. new. Boat like new plus extras. Jim (415) 574-3456. No dealers please.

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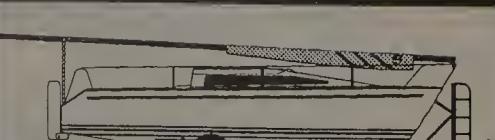
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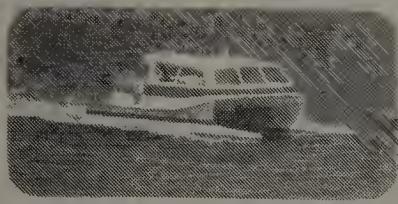
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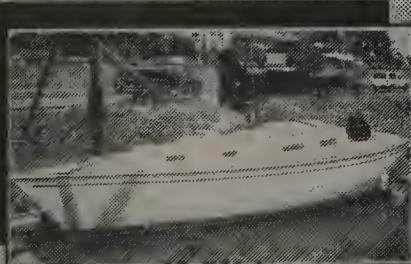
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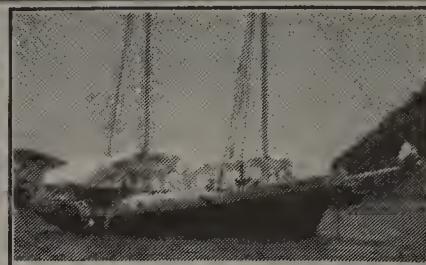


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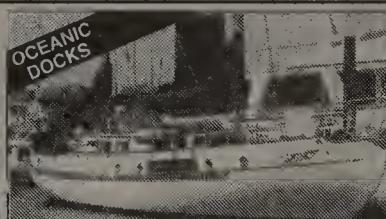
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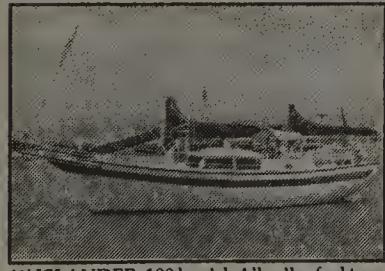
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25' C&C	lots of equipment, excellent Bay boat	\$6,500
27' Cal 2-27, diesel, clean	Call	\$137,000
30' Catalina, diesel, roller furling, clean	\$28,500	\$175,000
30' Ericson, diesel, nearly new	Call	Try \$ 75,000
46' Island Trader, 3 stateroom liveaboard?	\$120,000	Two available from \$ 40,000
30' Pearson, equipped, nicest around!	Asking \$17,500	\$ 38,000
33' Hunter Sloop, in charter service, income producer	Offers	\$ 37,500
43' Beneteau First 42, immaculate, well equipped	Call	\$ 22,500
44' Swan, performance, quality, style	Asking \$116,500	\$ 22,500
44' Alden Cutter, one of the world's best!	Asking \$225,000	\$ 45,000
46' Camoria, a showpiece, professionally maintained	Asking \$435,000	\$ 32,500
46' Ericson, professionally maintained	Asking \$135,000	\$ 6,000
48' C&C Landfall, 3 to choose from	Call	\$ 15,000

PT 41	Twin dsl, tri-cabin, lots of best equip., flawlessly maint. Best value on Bay. Ask \$99,500.	\$6,500
27' Cal 2-27, diesel, clean	Call	\$137,000
30' Catalina, diesel, roller furling, clean	\$28,500	\$175,000
30' Ericson, diesel, nearly new	Call	Try \$ 75,000
46' Island Trader, 3 stateroom liveaboard?	\$120,000	Two available from \$ 40,000
30' Pearson, equipped, nicest around!	Asking \$17,500	\$ 38,000
33' Hunter Sloop, in charter service, income producer	Offers	\$ 37,500
43' Beneteau First 42, immaculate, well equipped	Call	\$ 22,500
44' Swan, performance, quality, style	Asking \$116,500	\$ 22,500
44' Alden Cutter, one of the world's best!	Asking \$225,000	\$ 45,000
46' Camoria, a showpiece, professionally maintained	Asking \$435,000	\$ 32,500
46' Ericson, professionally maintained	Asking \$135,000	\$ 6,000
48' C&C Landfall, 3 to choose from	Call	\$ 15,000

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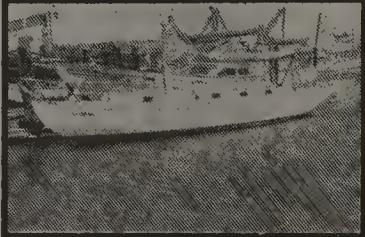
44' NAUTICAT

1980 from Finland, pilothouse ketch w/Prafurl headsail, quality construction, excellent teak work inside & out. Loaded w/gear incl. radar, SatNav & GPS. Asking \$130,000.



44' HARDIN KETCH

Hondlaid glass, teak decks, loaded w/gear incl. dodger, AP, radar, aux gen. Roomy interior, cruise/liveaboard in comfort. Try \$75,000.



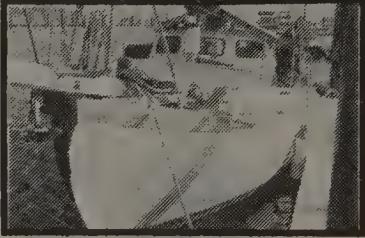
38' DANISH SLOOP

Superb Danish craftsmanship, recent diesel aux. refit, new s/s rigging, up to survey. At our docks. Asking \$22,500.



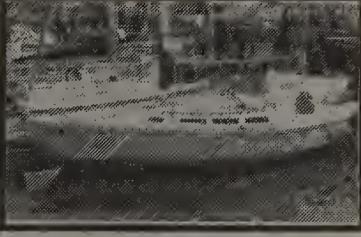
39' FREYA

Factory built. TransPacific vrt. Loaded w/gear, ten sails. Out of town owner anxious to sell. Try \$65,000.



33' CUTTER

Calin Archer double ender. 8" oak frames, 2" planking, steering vane, diesel aux, new sail equipment. Asking \$25,000.



30' CATALINAS

Two available, both diesel aux, roomy interiors, and both loaded with gear. Priced from \$22,500.



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47' GULFSTAR	\$137,000
45' JEANNEAU	\$175,000
38' PACIFIC, New Zealand built, at our docks	Try \$ 75,000
36' ISLANDER	Two available from \$ 40,000
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35' HUGHES, Canadian built, at our docks	\$ 37,500
33' MORGAN OUTISLAND	\$ 22,500
32' ERICSON	\$ 22,500
32' WESTSAIL, Sausalito berth	\$ 45,000
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26' RANGER	\$ 6,000
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48' Amel Maramu '85	215,000	36' S2 '85	79,000
48' Tai Chlo/Rhodes MS '71	119,000	35' C&C Landfall '81	65,000
48' Island Trader MS '81	150,000	35' Rafiki '80	72,000
44' Mason Ketch '86	230,000	35' Garden Ketch '68	27,000
44' Gulfstar '82	135,000/080	33' Roughwater '76	35,000
43' Hans Christian T '85	189,000	33' Hans Christian T '93	147,000
43' Columbia '71	75,000	30' Baba '83	63,000
42' Cascade '75	67,000	30' Yankee '74	28,000
42' Hunter Passage '90	185,000	30' Catalina '80	25,000
41' Cheoy Lee '82	85,000	30' Alberg '65	27,000
41' Hans Christian T '93	237,000	29' Columbia '66	9,000
41' Morgan Out Island '79	69,900	28' Columbia '68	7,000
41' Kings Legend '81	77,500	24' C&C '78	OFFERS
40' Cal '66	50,000	24' Cal/Jensen '66	4,500
39' C&C '73	87,500	23' O'Day '68	3,000
38' Morgan '79	66,000		
38' Hans Christian T '77	89,500		
38' Hans Christian MkII '79	109,000		
37' Tayana '78	77,000		
37' Ranger '74	42,500		
37' Custom PH '85	137,500		

**POWER**

49' Hyundai Elegant MY '89	229,000
49' Albion Trawler '80	145,000
46' Spoiler MY '83	MAKE OFFER
41' BurnsCraft '81	72,000/OFFERS
36' Newman Lobster boat '78	78,000
30' Chris Craft '77	35,000
30' Chris Craft Sedan '68	17,000
27' Chris Craft classic '47	7,500
20' Larson Center Console '87	12,000
17' Starcraft '92	10,900
12' Achilles '83	600
10.6' Quicksilver '92	1,300
8.6' Achilles '85	500

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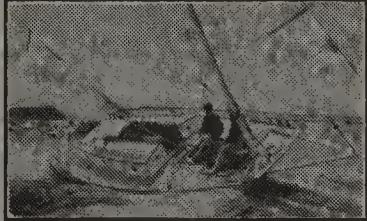
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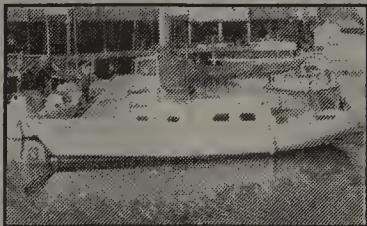
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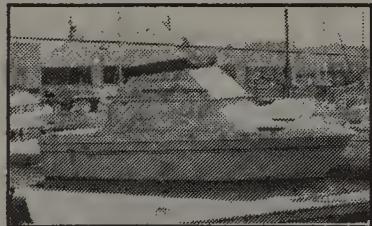
34' Winthrop Warner sailboat, classic Bristol yawl \$31,500



37' Buchan 2 cyl Volvo diesel, 5 sails, fast cruiser \$14,000



30' Bristol Herreshoff design, 4 sails \$15,500



29' Villavee by Cruisers Inc. Twin VB inboards \$16,800

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22' CATALINA '83	3,500
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25' BAHAMA diesel, inboard	6,000
26' DAWSON wheel, diesel	CALL
27' CORONADO 2 from 9,950	
27' CATALINA 7,500	
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31' HUNTER	33,500
33' HUNTER	31,500
35' JASON	42,900

**POWER**

16' BEACHCRAFT '83, ski	3,950
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27'	NEWPORT	'77	ATOMIC 4	14,000	
39'	LADY HELMSMAN	'77	PERFECT CONDITION	40,000	
42'	BRANDRIFT	'82	CUSTOM BUILT WOOD/FG, WESTERBEKE	52,000	35,000
45'	PYRAMID	'81	RACER/CRUISER	70,000	

\*\*\*POWER BOATS\*\*\*

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17'	GLASTRON	'74	125/O/B	5,000	
21'	CARIBBEAN	'80	350 MERC	11,000	
21'	REVENGE	'88	454 OLDS ENGINE V-8, GOOD SKI BOAT	9,000	3,000
23'	DONZI	'70	TWIN V8	14,500	
25'	CARVER	'76	OMC 235 HP, FLYBRIDGE, NEEDS TLC	9,000	4,200
25'	CRUISER	'86	MERCURY 260 HP, FULL DELTA CANVAS, CLEAN	17,000	10,000
26'	CRESTLINER	'80	TWIN V8	23,000	
27'	BAYLINER	'84	CONTESSA	18,000	
27'	FORMULA	'84	TWIN V8	34,000	
28'	REGAL	'84	TWIN MERCURY I/B, 228 HP, GOOD COND.	25,000	11,000
28'	DONZI	'68	TWIN I/B	43,000	
30'	DONZI	'90	TWIN 465 OMC	69,000	

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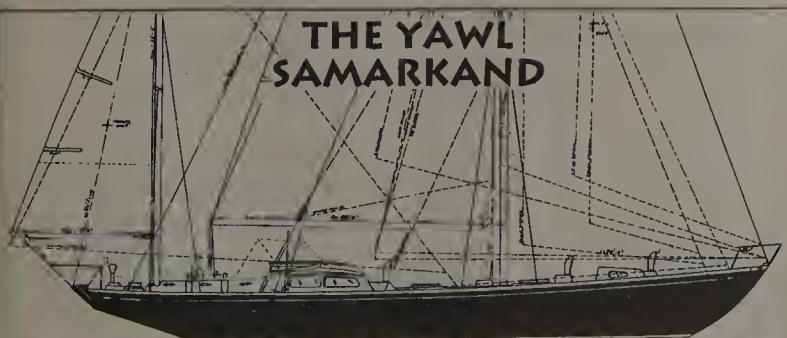
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25' U.S. Yacht Sloop, '78	\$ 8,500	32' CLIPPER Sloop, '76	\$ 9,900
27' CAL Sloop, '75 (repo) Offers	\$ 15,900	33' PEARSON Sloop, '75	\$ 29,995
27' ERICSON Sloop, '76	\$ 11,000	33' ORIENT Ketch, '62, sngl dsl	\$ 29,500
27' INTER FOLKBOAT Sloop, '78	\$ 11,000	35' FUJI Ketch, '73, sngl dsl	\$ 48,950
27' CAL Sloop, '85, sngl dsl	\$ 19,900	38' CHEOY LEE Sloop, '78	\$ 59,500
30' PEARSON Sloop, '74, sngl dsl	\$ 20,500	40' HUNTER Sloop, '86	\$ 85,000
30' CATALINA Sloop, '78	\$ 24,900	41' MORGAN Sloop, '79	\$ 69,000
30' PEARSON Sloop, '73	\$ 19,500	43' YOUNGSON Ketch, '63, sngl dsl	\$ 99,500
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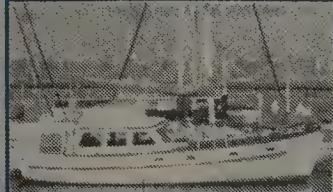
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**HANS CHRISTIAN 41T.** Best in Hans Christian fleet. 1986 41T. Extraordinary and Bristol. All upgrades, gorgeous solid teak saloon, 2 queen staterooms, superb nav station, tile shower, brass binnacle. A true yacht and true bargain. \$169,000.



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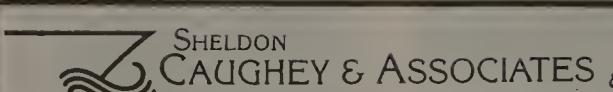
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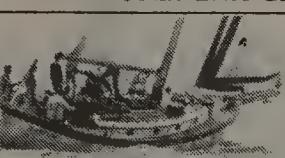
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30' NEWPORT MKII, Loaded

52' IRWIN Ketch, '84

65' SWAN/NAUTOR Ketch, '85

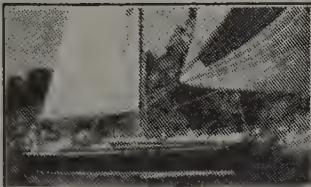


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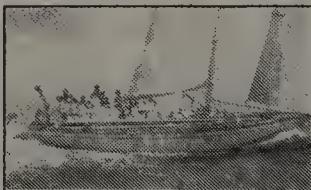


# LAGER YACHT BROKERAGE CORP.

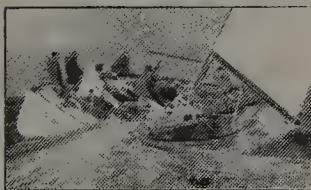
400 Harbor Drive, Suite C, Sausalito, CA 94965  
Tel: 415•332•9500 Fax: 415•332•9503



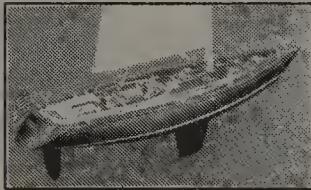
**42' BALTIC**  
Unquestionably the finest Baltic 42 anywhere. Many custom features. Race/cruise.



**53' SWAN, 1990**  
Exceptional. World cruise ready. Priced to sell!



**51' BALTIC, 1981**  
Complete racing & cruising inventory. 4 S/Rms, full electronics.



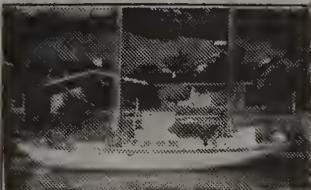
**60' LADD DESIGN**  
Highest quality, fast, elegant large interior, under construction, unique opportunity.



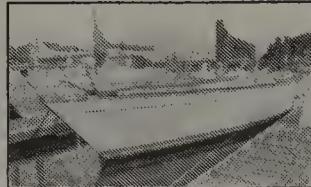
**63' CUSTOM MASON-DESIGNED KETCH, 1985**  
4 S/Rms. Absolutely mint condition throughout.



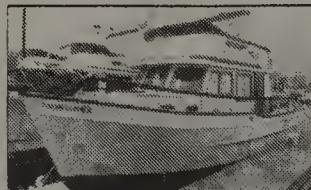
**38' SWAN, 1978**  
Radar, pilott, full sail inst. 14 sails. Beautifully maintained. Race/cruise.



**58' ALDEN BOOTHBAY KETCH, 1975**  
First class yacht for comfortable cruising anywhere. Pilothouse. Reduced!



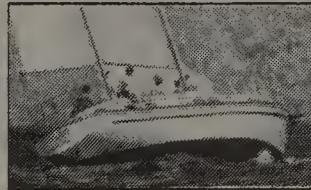
**SWAN 411, 1978**  
Classic S&S design. An impressive inventory, aft cabin, pilot, offshore equipped. Best price.



**LITTON 36, 1980**  
Biggest best little trawler on the Bay. Great liveaboard.



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**40' LESTER STONE SLOOP, 1957**  
One of Lester Stone's famous classic boats.



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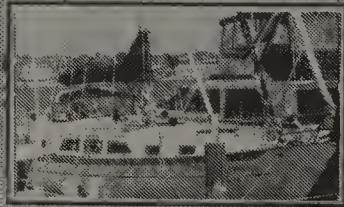
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30' KIRBY	2 from \$ 18,500
30' J/30, 1979	\$ 33,900
32' WESTSAIL, Bristol!	Bring Offers!
33' TARTAN, Pocket cruiser	\$ 45,990
34' OLSON, 1989	\$ 72,500
35' MARINER, Ketch	\$ 29,000
36' PEARSON, 1978	\$ 54,500
38' CHEOY LEE	2 from \$ 57,500
40' CUSTOM FARR, 1985	\$ 105,000
40' O'DAY, 1986	\$ 84,500
40' OLSON, Transpac ready!!!	\$ 79,000
41' FRERS, by Carroll Marine	\$ 159,000
42' WESTSAIL, Cutter rig	\$ 94,445
42' MAGNUM/BALTIC, by D. Peterson	\$ 155,000
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## WINDSTEAKERS

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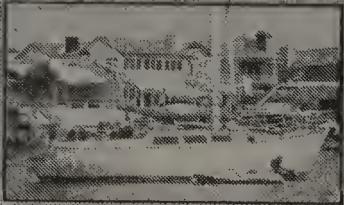
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**1978 Perry 47**  
Big diesel, RF, AP, gen, refrig, windlass, SSB. Much more. Try \$129,500.



**Westsail 42**  
Ham radio, weatherfax, Loran, SatNav, refrig. Ready to go! \$95,500.



**36' C & L (Peterson)**  
Diesel, propane, 4 bogs, Perkins dsl, great cruiser. \$48,500.



**1981 ERICSON 38**  
6 bogs, refrig, dinghy, roller furling, CNG, dodger. \$59,500.

### Selected Sail

'83 Formosa 30	39,500	'71 Cal 43	82,500
'75 Nicholson 32	35,500	'78 Gulfstar 43, beauty	89,500
'87 Catalina 36	3 from 55,000	'90 Davidson 44	310,000
'76 Downeast 38	Try 54,000	'78 Perry 47	128,500
'82 Morgan 38 10+	Try 69,500	'81 Vagabond 47, loaded	139,000
'78 Choate 40	45,000	'66 Cal 48	Try 95,000
Ericson 41	42,500	'80 Transpac 49, loaded	150,000
'84 Benford 41	Try 105,000	'81 Roberts "Spray", steel	Try 65,500

**Yacht Connection**

3404 Via Lido, Suite B  
Newport Beach, CA 92663



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# MAC DONALD YACHT



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### 50' FORCE

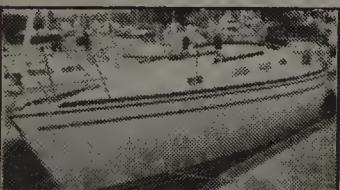
Total refit '91, full batten main, bow thruster, lazy jacks, fully equipped for world cruising. A "10"! \$195,000.



42' FREEDOM. Gary Mull design performance cruiser built by Pearson. Bristol \$189,000.



42' WESTSAIL.  
C/C bluewater cruiser. \$85,000.  
43' WESTSAIL.  
Loaded. \$80,000.



34' PEARSON  
'89 self-tending jib, full batten main. A silver plater.  
\$107,000.



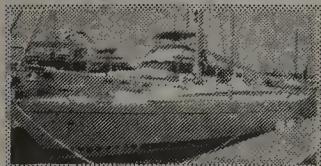
30' ENDEAVOURCAT.  
See us at the San Diego International Boat Show!  
Base Price \$94,950.

# PREMIER YACHT SALES

## SHOWING AT OUR DOCKS



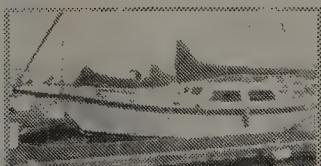
38' HANS CHRISTIAN 38T, '77 cruise equipped and lots of it. Very nice boat for \$109,500.



40' VALLANT, '76. Hull #21. Pre-blister era boat. In beautiful condition. \$92,500.



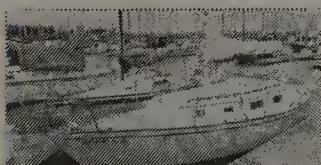
37' GULFSTAR, '77. Ready to cruise with everything you need. Too much to list. Asking \$62,000.



41' DOWNEAST PILOTHOUSE motorsailer. Inside helm station, 65 hp dsl, epoxy bottom, roller furl, world class cruiser. \$62,500.



36' ISLANDER, '77. New full on epoxy bottom, clean, rod rigging, dsl. \$49,000.



25' YAMAHA, '80. I/B dsl, skeg rudder, roller furling. Absolutely fantastic pocket cruiser. \$14,500.



31' CAPE GEORGE CUTTER, '85 custom built F/G cruiser loaded with equip. incl. SSB. One of the finest built pocket cruiser on the market today. \$78,000.



25' YAMAHA, '80. I/B dsl, skeg rudder, roller furling. Absolutely fantastic pocket cruiser. \$14,500.

## BROKERAGE

### SAIL

47' CELERE, Sloop, Yanmar D, New	\$375,000
30' U.S. MARINE, '79	14,500/offers
2/29 CALSloop, 75, Dsl	18,500

### POWER

60' CHRIS C. Flyb.M.Y., '74, T-G.M.12V-71	\$395,000
45' HERSHINE Trawler, '86, T 240 Perk	225,000
42' MMC Trawler, '86, T CummingsD	132,000
42' CARVER Sedan, '87, T-454 G	169,000
42' GRAND BANKS Trawler, '73, T-120Fdl	121,500
41' ALEXANDER Trawler, '84, T-135's	139,000
38' BAYLINER, '88, T-Hero D	122,000
38' GOLDENGATE Sedan, '85, T-200 Perk D	89,000
38' UNIFLIGHT Cabin Cruiser, twin gas V8	40,500
36' CHRIS CRAFT Sportfish, T-Merc 350 G	89,000
34' CHB Trawler, '80, S-120 D	55,000
32' CARVER Mariner, '87, T-Merc 260	79,000
32' BAYLINER Motoryacht, '87	74,500
24' BAYLINER Ciera Sunb., '88, S-260 OMC	21,000

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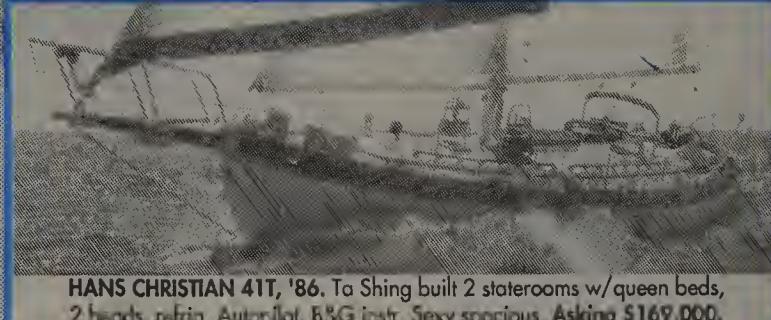
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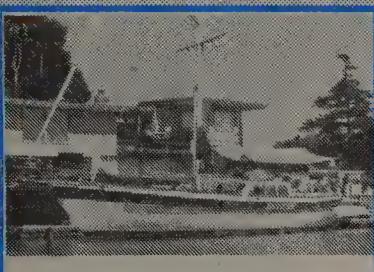
41' LORD NELSON, '82. Quality cruising cutter. 3 private stms, cruise equip'd. Just returned from Hawaii. \$139,000.



HANS CHRISTIAN 41T, '86. Ta Shing built 2 staterooms w/queen beds, 2 heads, refrig, Autopilot, B&G instr. Sexy spacious. Asking \$169,000.



38' GOLDEN STAR, '84. Sedan inawler, centered queen forward, radar, AP, Loran, refrig. \$95,000.



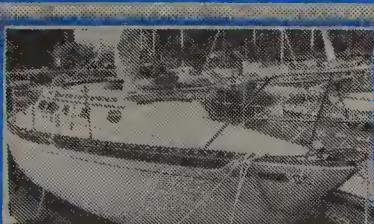
46' SEA STAR, '82. Brewer P.H. Cutter. 2 heads w/ showers, forced air heat, windlass, radar, AP. \$142,000.



40' "SPRAY" PH, '80. Good liveaboard, staysail rigged. Lehman dsl, dual steering stations, 2 staterooms, Pot belly stove, LPU paint in '91. Reduced \$20,000. \$40,000.



38' MORGAN, '79. Brewer design cruiser. Skeg rudder, refrigeration, dodger, CNG stove. \$61,000.



\*\* ISLANDERS \*\*  
36', '78. Vintage year. Teak, oak, cane with T&H sole, 50 hp Perkins dsl, self-tailing winches. \$52,500.

40' KETCH, '72, roomy cruise	\$49,000
40' PETERSON, racer, 1980, very fast	\$69,000
37' 1968 CLASSIC	\$44,000
38' 5 from	\$36,000
36' FREEPORT, '78, bristol condition	\$72,500
30' BAHAMA, '84, very clean	\$32,500
28' 1965, wheel, roller furling and water pressure	\$30,000

**SAIL**

65' MacGREGOR, '87	137,500	37' TAYANA, '78	73,000	49' ALBIN	145,000
52' CHEOY LEE, '82	225,000	38' HERITAGE, '78	69,000	47' DELTA CLIPPER, '80	83,500
50' GARDEN KETCH, '78	175,000	36' ISLANDERS '73-'79	4 frm 36,000	46' CHRIS CRAFT CONNIE, '63	85,000
47' RHODES M.S., '71	119,000	36' ISLANDER FREEPORT, '78	72,500	45' LANCER, '81	142,500
47' ABEKING, '25	80,000	36' PEARSON, '85	85,000	43' PRESIDENT, '83	149,000
46' SEA STAR, '82	165,000	35' HALBERG-RASSEY, '74	49,900	42' TA CHIAO, '77	84,500
46' SEA STAR, '82	142,000	35' SANTANA, '80	47,000	42' CHRIS CRAFT, '86	178,500
45' STARRATT, '81	94,000	34' BENETEAU 350, '89	79,000	42' OWENS, '66	59,000
43' COLUMBIA, '69	56,000	34' C&C, '79	30,000	40' OWENS, '64	41,500
41' HANS CHRISTIAN 41T, '86	169,000	34' CORONADO, '69	22,000	40' BLUWATER, '78	77,000
41' HAROIN, '73	65,000	34' HUNTER, '83	44,500	40' CRUIS-A-HOME, '75	55,000
41' MORGAN, '81	79,500	34' WYLIE, '79	34,000	39' CHRIS (STINGER)	65,000
41' MDRGAN, '79	69,900	33' SWALCOW SWIFT, '78	50,000	38' GSTAR SEDAN, '84	95,000
41' MDRGAN, '73	70,000	32' ARIES, '79	32,500	38' 8AYLINER, '87	120,000
41' MURRAY-PETERSON, '83	89,000	32' COLUMBIA, '76	24,500	38' PACEMAKER, '70	39,000
41' PEARSON, '66	60,000	32' ERICSON, '76	27,000	38' CHRIS CRAFT, '85	136,000
40' SPRAY PH, '80	48,000	32' VALIANT, '77	45,000	38' HUNTER, '59	23,000
40' C&C, '82	79,800	32' WESTSAIL, '75	45,000	36' EGG HARDDR, '78	INQUIRE
40' CHALLENGER, '74	89,500	30' BABA, '81	62,500	36' CHRIS CRAFT, '64	26,000
40' CHEDY LEE D.S., '71	58,000	30' BABA, '83	56,500	36' JARVIS, '78	78,000
40' ISLANDER KETCH, '72	49,000	30' CATALINA, '78	24,500	36' SEDAN TRAWLER, '82	65,000
40' ISLANDER/PIETERSON, '80	69,000	30' ISLANDER 8AHAMA, '84	32,500	35' CHRIS CRAFT, '68	58,500
40' MARINE TRADER, MS, '82	85,000	30' PEARSON 303, '84	46,666	34' HATTERAS, '64	23,000
40' NORTH STAR, '74	70,000	30' YAMAHA, '79	25,000	34' CHRIS CRAFT, '57	16,000
40' VALIANT, '78	89,000	29' ERICSON, '77	22,000	34' SILVERTON, '90	2 from 104,000
39' IRWIN, '81	59,000	28' ISLANDER, '85	30,000	33' CHRIS CRAFT 336, '84	55,000
38' ERICSON, '84	77,500	28' PEARSON, '86	39,500	32' GRANO BANKS, '86	95,000
38' ERICSON, '81	70,000	26' ERICSON, '85	24,750	32' COOPER 32	75,000
38' MORGAN, '79	61,000	POWER		32' UNIFLITE, '79	57,500
37' HUNTER LGND, '88	84,500	50' STEPHENS	39,500	30' VEGA, '74	33,500
37' ISLANDER, '68	44,000			28' SEA RAY, '86	34,000
37' RANGER, '74	42,500			25' SKIPJACK, '80	20,000



40' C&C, '82. Epoxy bottom, 13 sails, ST winches. \$79,800/Offers.

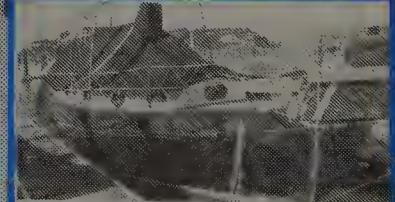


34' C&C, '79. High performance sloop. Gleaming green hull, 10 sails, new 3 cyl. dsl. \$15k below book. \$30,000.

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32' WESTSAIL, '75. Best known cutter cruiser, dodger, windlass, variable prop., handcrafted wood interior. \$45,000.



30' BABA, '81. Highest quality cutter. Teak decks, cabin tops and cockpit. Wheel steering, green LPU hull. \$62,500.

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30' BABA, 1983  
Tiller steering, F/G, non-skid cockpit and cabin tops. \$58,500.

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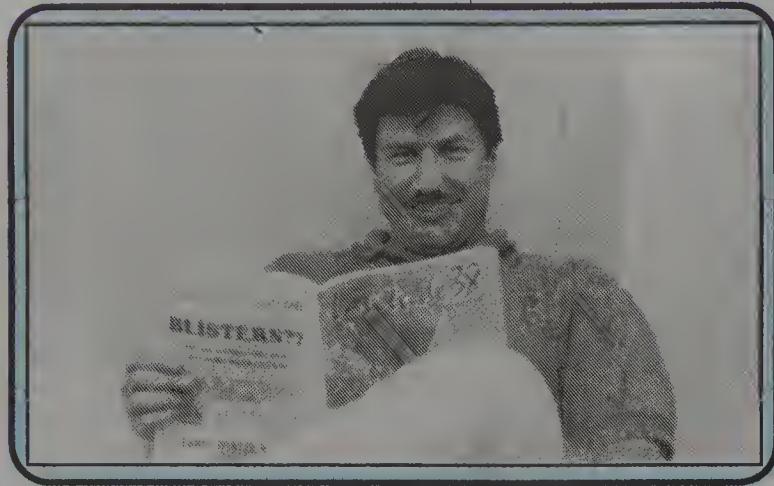


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